

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 156.—VOL. VII.]

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[PRICE 6<sup>d</sup>.

### VALUABLE MINING PROPERTY.

**M**R. KIRKMAN will SELL, by PUBLIC AUCTION, in the Large Room at the Mining Office, 12, Pancras-lane, Cheapside, on Tuesday, 28th day of August inst., at Twelve o'clock (unless previously disposed of by private contract), a variety of SHARES in the most promising and important MINES in CORNWALL, including

#### TRESEVEAN,

which has yielded and paid such amazing dividends.

#### NORTH ROSKEAR,

which is rapidly increasing in public estimation, and paying dividends with regularity.

#### MARAZON,

now in full operation, and from which large dividends may be relied upon.

#### EAST POOL AND RELISTIAN,

both of which are now making large returns, and promise to be as productive and profitable as any now working.

Also in Helias Beagle, Trewaskus, Polbrean, Perran Consols, South Swan, South Polgoon, British Silver Lead, Harmony and Montague, Trevolwas, evorus, West Wheal Jewel, Treleigh Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheal Providence, Gwinear, and many others. Printed particulars may be had seven days previous to sale, on application to Mr. Kirkman, Mine and Mineral Estate Agent; at the Mart; and of his Agents, in the principal towns in Cornwall.

Shares in the above and other mines, at all times for Sale by Private Contract. 12, Pancras-lane, August 2.

**DITT'S TANFIELD MOOR COLLIERY.**—To be SOLD, pursuant to a Decree of the High Court of Chancery, in a cause of "Davis v. Pitt," with the approbation of Sir Griffin Wilson, Knight, one of the Masters of the said Court, by Messrs. WINSTANLEY, at their Auction Mart, in the City of London, some time in the month of September next, of which due Notice will be given, the well-known current-going Sea-Sale Colliery, called

#### PITT'S OLD TANFIELD MOOR,

together with all the establishment of fixed and moveable stock of Machinery, Workshops, Granaries, Stables, Storehouse, Agents' and Workmen's Houses, &c., complete for carrying on the same, late the property of William Morton Pitt, of Kingston House, in the county of Dorset, Esquire, deceased.

This colliery is situated in the chapelry of Tanfield, in the county of Durham, and contains upwards of ONE THOUSAND ACRES OF COAL GROUND, in which several valuable seams of coal have been found by boring below the present working seams, and which may be won and worked at an easy expense.

The coal is shipped by the Stanhope and Tyne Railway Company by their drops, at South Shields, on the river Tyne, and is of excellent quality, and bears a high price in the London Market, and is also fit for foreign export trade.

The Machinery and Working Pits are in a good state of repair, and the purchaser may enter immediately on completing the purchase, and carry on the colliery without being called upon to make any further advance of capital beyond the amount of the purchase-money.

Printed particulars and conditions of sale are preparing, and may shortly be had gratis at the said Master's Chambers, in Southampton-buildings; of Messrs. Oliverson, Denby, and Lavie, Frederick's place, Old Jewry, London; Messrs. Parrot and Co., and Messrs. Rickards and Walker, Lincoln's-inn-fields; Thomas Coombs, Esq., Dorchester; Mr. Buddle, Colliery Viewer, Newcastle-upon-Tyne; Mr. Benjamin Arkles, Tanfield Moor Fitting Office, Newcastle, who will show the premises; of the said Auctioneers; and at the place of sale.

OLIVERSON, DENBY, and LAVIE.

Plaintiff's Solicitors.

Dated the 10th day of August, 1838.

### VALUABLE COAL PROPERTY.

**M**R. LEIFCHILD has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South Wales, affording a most advantageous situation for Copper Works, and the Anthracite Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The Coal, which is bituminous, is universally approved of; and the property, which possesses many sources of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full descriptive particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45, Lombardy, London.

**T**O ENGINEERS, CONTRACTORS, and Others.—WANTED NINE STEAM-ENGINES, of Eight-horse power each, with suitable pumps to each engine to lift water eight feet high; and also one of Fifteen horse power, with suitable pumps to raise water fifteen feet high; two of Twenty-four horse power, with suitable pumps to each to raise the water twenty-four feet; and one of Thirty-horse power, with suitable pumps to raise water thirty feet. Address, post paid, to Messrs. Hunter and English, engineers, Bow, Middlesex.

**T**O CAPITALISTS AND OTHERS.—MOST ELIGIBLE INVESTMENT.—To be Sold, on advantageous terms, by order of the Birmingham, Bristol, and Thames Junction Railway Company, two large plots of FREEHOLD LAND (containing severally about seventy-two acres and forty plots) situated within two miles of the metropolis, immediately at the point of junction of the Birmingham Railway, the Great Western, the Birmingham, Bristol, and Thames Junction Railway, and the Grand Junction Canal, and contiguous to the Uxbridge Road and Notting Hill. Embracing, as it thus does, all these great channels of communication, it will speedily become enormously increased in value, and ultimately prove

#### A MINE OF WEALTH

to its possessors. The land contains brick earth of the best quality, and in such large quantities, that if the whole were let at the usual royalty on the bricks made, would be realised. It has good roads and drainage, and is admirably adapted for the immediate erection of villa residences. If required the plots will be divided into smaller portions, to suit the convenience of purchasers.

Apply for particulars to Mr. George Godwin, surveyor to the company, at his office, 24, Alexander-square, Brompton, at which place, and also at the company's offices, 1, Robert-street, Adelphi, a plan may be seen.

**S**OUTH-EASTERN RAILWAY.—Tunbridge Division.—Contract A.—The Directors will meet at the Office of the Company, 16, Coleman-street, London, on Tuesday, the 4th day of September next, at half-past One in the afternoon precisely, to receive TENDERS for the EXECUTION of the WORKS comprised in this contract. The earth works consist of between 300,000 and 400,000 cubic yards of cuttings, to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tunbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection, and printed forms of tender may be obtained, on and after the 31st inst., at the Office of the Company, and also at the Office of the Resident Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tender be admitted except made in the printed form of the Company, nor unless it is delivered at the Office of the Company before One o'clock on the day of meeting.

#### By order of the Directors,

J. S. YEATS, Secretary.

Railway Office, July 3.

**M**ANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their Offices, 9, Brown-street, in Manchester, on Monday the 17th day of September, at One o'clock p.m., to RECEIVE TENDERS for the unexecuted contracts:

**WINTERBUTT LEE CONTRACT.**—To make and maintain the railway and a diversion of the Rochdale Canal, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary stone blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings), commencing near the east end of the Summit Tunnel, at the footpath in field No. 80, Todmorden and Walsden township, and terminating at the junction with the Todmorden contract, a point about five chains to the north-east of Clough Mill, being a distance of about one mile and seventeen chains.

**ELLAND CONTRACT.**—To make and maintain the railway, with all its works in like manner, commencing at the end of the Copley contract, in North Dean Wood, and terminating in Strangsty Wood, being a distance of about two miles and twenty-four chains.

**RAISTRICK CONTRACT.**—To make and maintain the railway, with all its works in like manner, from the termination of the Elland contract in Strangsty Wood, to the junction with the Cooper Bridge contract at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the Engineers' Office, Palatine-buildings, Hunt's Bank, Manchester, on or after the 30th day of August next. Printed forms of tender may be had after the above date, at the offices, Manchester; and no others will be attended to. The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday the 17th of September, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works"; and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street,

Manchester, August 10, 1838.

**S**HARES FOR SALE, IN MINES PAYING TWENTY PER CENT. PER ANNUM.—viz.: 3-38ths in Tresevean, 1-80th in Levant, 1-70th in North Roskear, 1-79th in Wheal Budnick, and 1-125th in East Pool. Also shares in the Marazion, Hallenbangle, Wheal Providence, and the Providence Mines, South Towan, United Hills, Wheal Seton, Trevaskus, Carlez, Copper West Wheal, Wheal Osborne, Wherry Mine, Treleigh Consols, Tamar Consols, West Wheal Jewell, and Wheal Harmony and Montague.

Shares bought or sold in all the Cornish mines (specimens of ores seen), and mines inspected by men of well-known celebrity, on application (if by letter, post-paid) to W. THENERY, Junr., Mine Agent and Share Broker, (from Redruth, Cornwall), at his offices, 50, Threadneedle-street, London.

August 3.

**W**ESTERN MINING ASSOCIATION. For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.) Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clemente-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

THE NATIONAL ENDOWMENT AND ASSURANCE SOCIETY, Arthur-street West, King William-street, London Bridge.

#### PROVISION FOR OLD AGE.

The assured in this society, by the payment of premiums not higher than the rates charged at other offices, may secure the advantage of the two-fold chance, of either RECEIVING the sum assured on attaining the AGE of SIXTY-FIVE, or, in case of death before that age, of leaving a provision for their widows and families.

Prospectuses, with tables, list of directors, &c., may be had on application at the office, Arthur-street West, King William-street, London Bridge. Respectable persons desirous of becoming agents, must address the Manager, at the office.

**S**TANDARD OF ENGLAND LIFE ASSURANCE COMPANY. 8, King William-street, City, and Regent-street, London.

#### CAPITAL—ONE MILLION.

#### DIRECTORS.

The Right Hon. The EARL OF CAVAN.  
Major-General Christopher Hodgson, E.I.C.  
William Davis, Esq.  
Lawrence Dorgan, Esq.  
William Gunston, Esq.

J. Cuthbert Joyner, Esq.  
Henry Lawson, Esq.  
J. Barrett Leonard, Esq.

W. J. Richardson, Esq.  
Frederick T. West, Esq.  
George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium.—twenty years' scale:

Age.	Annual Premium for £, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
15	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
25	0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
35	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
45	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,  
W. WRIGHT, Secretary.

**PROSPECTUS OF HANCOCK'S PATENT SAFETY STEAM-BOILER AND LOCOMOTIVE-ENGINE MANUFACTURING COMPANY**, for the manufacture of PATENT SAFETY BOILERS applicable to steam vessels and steam carriages of all kinds, and improved locomotive-engines for railways and common roads, secured by letters patent.

Capital £300,000, in 15,000 shares of £20 each. Deposit £2 per share.

The awful casualties which continually occur from the explosion of steam-engine boilers have been too recently brought before the public to need more than a reference to them. To every one the value of a boiler absolutely safe must be self-evident, and the successful navigation of the Atlantic by steam ships renders all possible security against the fatal effects of explosion more than ever of the last importance.

This Mr. Hancock, the patentee of the Safety Steam Boiler, has accomplished an invention of singular simplicity, and which requires nothing but the aid of capital to be universally adopted. The want of the requisite capital has alone prevented the patentee from undertaking its manufacture upon the most extended scale. At this moment, by far the most profitable business in this country is that of a manufacturing engineer, and with the aid of Mr. Hancock's patents, and peculiar adaptations of machinery, it is certain very considerable gains must be made by the shareholders in this undertaking. The net profits of the manufacture conducted upon the scale proposed by the company are moderately estimated at £50 per cent.

The following are a few of the advantages of Mr. Hancock's inventions:—

The generation of steam with much less intensity of heat, and a consequent saving of fuel, with greatly diminished wear and tear of the boiler itself.

The patent boiler is fixed independently of the engine, and may be detached from the frame and replaced by another boiler in the space of half an hour. Any portion of the boiler may burst without further mischief than stopping the machinery until the defective chamber has been replaced by another; an explosion of the whole is utterly impossible. Beyond this, the boiler occupies much less space than any other of equal power.

The Principle of the Patent Boilers.—These boilers are composed of a series of distinct, parallel, flat chambers, placed side by side, in a vertical position, and extending across the whole breadth of the fire-place beneath them, with sufficient spaces between the chambers for the play of the fire upwards or horizontally. These are connected throughout so as to afford a free circulation for the water and steam, and are braced together by bolts of any required strength. By adopting this principle very little of the heat is lost, and as it is evolved is immediately absorbed by the whole of the heating surface. The perfect safety of this boiler arises from the ample sub-division of its parts and power, and weakness of the chambers as compared with the bolts and braces by which the whole series is combined.

For the merits of Mr. Hancock's boiler it is only necessary to mention, that John Farey, Esq., one of the most eminent engineers of the day, bore testimony to their superiority over all others before a Committee of the House of Commons in 1829, since which great improvements have been made by the patentee.

Marine Boilers.—From the great wear and tear of marine boilers, with the enormous expense of effecting even trifling, and necessarily imperfect, repairs, arising from the confined space for the operation, they are a continual source of annoyance to their proprietors, and which often induces a resort to temporary expedients from voyage to voyage, which, were they generally known, would materially weaken the confidence of the public. These difficulties are entirely overcome by the patent boilers, in consequence of the facility with which a defective chamber may be removed and replaced by another. By adopting this system of employing any number of distinct chambers, an almost unlimited extent of heating surface is obtained, consequently a less intensity of heat is necessary, wear and tear proportionately reduced, and from the whole of the heat being applied to such an extended surface simultaneously, much less fuel—the great drawback to extended voyages and to profit.

Locomotive-Engines.—In addition to the advantages that will arise from the adoption of the patent boiler to these machines, an arrangement of the machinery (the result of many years' experience and practice with steam carriages on the common turnpike roads) will be adapted with improvements to the railway system, the effect of which will be the saving of fuel, getting rid of all danger of firing, saving stock and other property, and the so much complained of nuisance arising from noise and the escape of continual puffs of steam from the chimney, and what is of more importance, placing all the machinery within the view and reach of the attendant engineer, and the furnace, boiler, engines, and all the working parts upon springs, thereby relieving the whole from concussion, and the wear and tear necessarily resulting from it.

The company will have the option of making boilers and machinery of any other kind, should it appear to the directors that such would be for the interest of the shareholders.

It is proposed that the directors shall receive no remuneration until a dividend has been paid to the shareholders, and Mr. Hancock will attest his own confidence in the success of the company, by taking in shares one half of the sum to be paid for his patent rights and goodwill, and postponing the receipt of the rest until a dividend of £10 per cent, has been made upon the capital.

The various patents, improvements, and license-requisites for securing to the company the exclusive right of manufacturing and selling the patent boilers and improved locomotive engines, as well as the factory steam-engines, steam carriages, machinery, tools, and utensils hitherto employed by the patentee in such manufacture, have been contracted for at fixed sums, and the services of that scientific and practical engineer, Mr. Walter Hancock, have likewise been secured by an engagement under which all improvements effected by him will become available solely

## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

MONDAY.

*Message from the Lords*—That they have agreed to the Joint-Stock Banks Bill, the Mails on Railways Bill, and the Sugar Refining Patent Bill without amendment.

*Mr. Speaker reported the Royal Assent*—To Exchequer Bills (11,044,550.) Bill, Exchequer Bills (Public Works) Bill, Four and a Half per Centum Duties Bill, Mails on Railways Bill, Mediterranean Postage Bill, Coal Trade (London, &c.) Bill, Duchies of Cornwall and Lancaster Bill, and Joint-Stock Banks Bill.

*Railways (Ireland)*—Petition of shareholders in the Great Leinster and Munster Railway, complaining of certain statements in the report of the commissioners on railways in Ireland, and praying for inquiry; ordered to lie on the table.

*Message from the Lords*—That they have agreed to Duchies of Cornwall and Lancaster Bill, Coal Trade (London, &c.) Bill, Exchequer Bills (Public Works) Bill, Exchequer Bills (11,044,550.) Bill, and Four and a Half per Centum Duties Bill.

WEDNESDAY.

*Railroad Commission (Ireland)*—Return ordered, "in detail, under separate heads, of the expenditure by the commission in Ireland, on the subject of railroads in that country, stating the name of every person employed, and in what capacity employed, who received more than 100l. as salary or pay for the services performed; stating also the period of such services."

*Patents for Inventions*—Return presented, of fees and other expenses on taking out a patent of invention for England, Scotland, and Ireland; ordered to lie on the table.

THURSDAY.

*Message from the Lords*—That they have agreed to the Duchy of Cornwall (Tin Duties) Bill.

The Royal Assent was given to the Consolidated Fund Bill, and Duchy of Cornwall (Tin Duties) Bill.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

SATURDAY.

The Consolidated Fund (Appropriation) Bill, the Pensions Bill, the Registration of Voters Bill, and the Transfer of Funds (War-office) Bill, were several read a third time and passed.—The Exchequer Bills Bill, the Exchequer Bills (Public Works) Bill, the County Treasurers (Ireland) Bill, the Duchies of Cornwall and Lancaster Bill, the Slave Trade Treaties Bill, the Corporate Property (Ireland) Bill, the Coal Trade (No. 2) Bill, and the 4½ per Centum Duties Bill, severally went through committee.—The Personal Diligence (Scotland) Bill, went through committee, and was reported.—The Commons' amendments to the Benefices Plurality Bill were taken into consideration. Some of them were agreed to, and others of them disallowed; and a committee was appointed to draw up their lordships' reasons for their dissent.

MONDAY.

Lord BROUGHAM said it was not his intention to press the Beer Bill, introduced by him a few days ago, this session.—The Canada Government Bill was read the third time and passed; and afterwards forwarded to the commons, where it was read a first and second time, on the understanding that the debate on it should be taken on the question of going into committee.—A conference took place on the subject of the Benefices Plurality Bill.—Lord BROUGHAM on the subject of Imprisonment for Debt Bill, suggested that there should be a short bill (if the evils could not be otherwise remedied) to bring the bill into earlier operation than was at present fixed; and, secondly, to repeal the absurd and unjust clause regarding the advertisements to be inserted at 3s. each.—Several bills were read the third time and passed.

TUESDAY.

The royal assent was given to the Exchequer Bills Bill, the Exchequer Bills (Public Works) Bill, the Transfer of Aids Bill, the Pension Bill, the Conveyance of Mails on Railways Bill, the Mediterranean Postage Bill, the Coal Trade Port of London Bill, the Duchies of Cornwall and Lancaster Bill, and the Joint-Stock Banks Bill.—The Private Bills Deposit Bill went through committee.—The Valuation of Lands (Ireland) Bill was read a third time and passed.—The Trading Companies Bill was thrown out on a division.

WEDNESDAY.

Viscount MELBOURNE moved the third reading of the Duchy of Cornwall (Tin Duties) Bill. Lord LYNDHURST opposed the bill. George the Fourth and William the Fourth had both refused to assent to such a proposition, and he thought it at the least rather extraordinary that the very first year of the reign of a young sovereign of only nineteen years of age, and a female, should be selected for carrying it into effect.—Viscount MELBOURNE said that he never would have advised the Crown to consent to this bill if he did not believe that the rights of the Crown were well secured. The only object of the bill was to get rid of the evils and inconveniences of the present unpopular and difficult system of collecting the revenue of the Duchy of Cornwall, and it was because the bill did not effect a remedy of those evils and inconveniences that he supported it. He gave the noble and learned lord full credit for the delicacy of his feelings, but he thought it was carrying that delicacy too far to say that they should not alter or reform an obnoxious system until the sovereign was of age to consent to it. He trusted that the bill would be read a third time. The Duke of WELLINGTON said that it was absolutely necessary to proceed with great caution in a measure affecting such interests as were affected by the present bill. He could see no reason whatever for proposing this measure at this period of the session. The Marquis of LANSDOWNE said that the simple object of this bill was to put the revenues of the duchy of Cornwall on a more secure footing, and to render the collection of them less difficult. He trusted, therefore, that their lordships would not reject the bill. The house divided, when the numbers were—contents 27, non-contents 26—majority 1. The bill was then read the third time.

THURSDAY.

Messengers from the Commons brought up the report of the Irish Railway Commission.—The royal assent was given to the Consolidated Fund Appropriation Bill, the Duchy of Cornwall (Tin Duties) Bill, the Canada Government Indemnity Bill, the Private Bill Deposit Bill, the Valuation of Lands (Ireland) Bill, the Personal Diligence (Scotland) Bill, the Customs Duties Bill, the County Treasurer's (Ireland) Bill, the Imprisonment for Debt Bill, the Sheriffs' Courts (Scotland) Bill, and the St. Saviour's, Southwark, Free Grammar School Bill.

Her Majesty attended in person for the purpose of proroguing Parliament, and delivered a speech referring to the leading political questions brought forward during the session, when the LORD CHANCELLOR, by command of Her Majesty, declared Parliament to stand prorogued until Thursday, 11th of October.

## HOUSE OF COMMONS.

SATURDAY.

The House did not assemble to-day.

MONDAY.

Mr. HUTT having called attention to the clause in the Imprisonment for Debt Bill, regarding the 3s. advertisements, the SOLICITOR-GENERAL said the subject deserved attention, and should be remedied if possible.—Lord J. RUSSELL said that he should next session renew the Juvenile Offenders Prisons Bill.—The house then took into consideration the lords' amendments to the Tithes (Ireland) Bill. They were agreed to with several verbal alterations.—The Canada Government Bill was read the first and second times, and ordered to be committed.

TUESDAY.

The lords' amendments to the Ecclesiastical Appointments Suspension Bill were read and agreed to.

WEDNESDAY.

The lords' amendments to the Personal Diligence (Scotland) Bill were agreed to.—On the proposition of Mr. S. LEFEVRE, the alterations of the standing orders regarding private bills, &c., so as to assimilate them to those of the House of Lords, which had been previously submitted to the house, in the report of the standing orders revision committee, were severally adopted.—The Canada Indemnity Bill was read the third time and passed.

STEAM COMMUNICATION WITH INDIA.—A correspondent sends us the following. We insert the communication, but cannot vouch for the facts of the case:—"With reference to the important question which has of late so much engrossed the public attention both in England and in India, viz., the steam communication between these countries, we have it from very good authority that in consequence of the very intemperate and unhandsome conduct of the committee of management in India, the committee in London have dissolved themselves, and will no longer take any part in the important points which still remain to be settled."—*Chronicle*.

BRIDGEWATER CANAL.—The cost of this canal was 220,000l. It now produces an annual income of a larger amount.

INTERESTING DISCOVERY.—We have lately seen at Mr. Needham's museum, Castleton, several very beautiful incrustations (chiefly stalactites) in the shape of a honey-comb, which were discovered in a lead mine near Castleton. The size of each of the incrustations is 2 feet 4 inches; they are composed of carbonate of lime, the colour inclining to yellow interspersed with brimstone.—*North Derbyshire Chronicle*.

## PROCEEDINGS OF PUBLIC COMPANIES.

## BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.

A meeting of the shareholders of this company was held at their offices, 1, Robert-street, Adelphi, on Wednesday, the 15th inst., to receive the report of the directors, and to transact other business.

HENRY LUARD, Esq., in the chair.

The advertisement convening the meeting having been read, and the seal of the company affixed to the register.

The CHAIRMAN observed, that previous to considering the report which was to be read, he should feel it his duty to make a few observations respecting the state of the affairs of the company. The spirit of inquiry had gradually risen up amongst them, and he considered the result a favourable one. The Manchester shareholders had expressed a wish that the directors would make a call whenever they thought it necessary; and many had stated that they would pay up in full if required, because they felt assured that the amount of their calls would be amply returned in promoting the general good of the shareholders. The chairman then proceeded to read the directors' report, from which we make the following extracts:

The directors are happy to report that the differences which existed at the last general half-yearly meeting, as to whether the railway should pass over or under the Paddington Canal, have been removed. Mr. Vignoles, whom the question was submitted, having given it as his opinion that the line of railway laid down to pass under the Paddington Canal was the preferable method to be adopted, having reference to the circumstance that this railway was projected to communicate with the London and Birmingham and Great Western Railways, and also with the Paddington Canal.

In consequence of this opinion, which was also in accordance with that of Mr. Cubitt, the eminent engineer, who had originally been consulted, the directors immediately instructed Mr. Cubitt, the contractor, to proceed with the important work of the proposed gallery under the Paddington Canal, and the directors are happy to report that it is in so advanced a state, that by the 14th of next month it will be completed. The work of forming the line from the London and Birmingham Railway to a field adjoining the Uxbridge Road has been let to responsible contractors upon terms satisfactory to the board.

The directors are also happy to state that the differences which existed between them and the Great Western Railway Company have been removed, and that an improved mode of inter-communication of the two railways, recommended by Mr. Vignoles and Mr. Hosking, has been arranged between the engineers of the two companies.

With the directors of the London and Birmingham Railway Company, and of the Grand Junction Canal Company, the board of this company has always maintained friendly communications, and the directors are well satisfied that when the Thames Junction line is opened for traffic, every facility will be given by both the Great Railway Companies, and by the Canal Company, to enable this company to carry on all the business upon which the estimates of the returns have been calculated.

The directors have again, at the request of many of the shareholders, made a thorough investigation of the commercial prospects of the undertaking. New estimates have been formed upon the fairest and best ascertained bases as to the business to arise out of the London and Birmingham and Great Western Railways, and the Paddington Canal, and these show clearly that a handsome profit must arise to the proprietors from the use of this line.

The directors therefore are determined to complete the undertaking with all possible dispatch, and they call upon the proprietors to assist energetically in this object as the best means of bringing their stock to the value which it ought to maintain in the market, and as most speedily leading to their receipt of a return for their money expended in this public work.

The Manchester shareholders, previously to paying the last call, appointed a deputation to come to London to investigate the affairs of the company, and to make inquiries upon all material points, and a series of questions were proposed by them relative to the cost of constructing the line, the mode of working it, and the amount of traffic which could be fairly calculated to arise upon it.

The answers returned to these questions and the evidence adduced were deemed satisfactory by the parties who proposed them, and at a consequent meeting of shareholders at Manchester to take these answers and evidence into consideration, an unanimous resolution was passed, expressive of their confidence in the prospects of the undertaking, and this was immediately followed up by payment of all arrears. The whole of the land required for the railway has been secured.

The proprietors were informed at the last general meeting that all the necessary steps had been taken to enable the directors to make an application to parliament for an extension of the railway to Knightsbridge Green in the next session. The directors are still as fully impressed with the importance of that extension, as they were when they first recommended it, and are not aware of any difficulty having arisen in the way of carrying it into effect; but they are desirous that the subject should again be fully considered by the proprietors before any additional expenses are incurred, and they therefore call the attention of the present meeting to it. If it should be determined to proceed with the application, a new subscription deed will be necessary, and a deposit of 10 per cent must be paid before the application will be entertained by parliament.

Since the last meeting, two vacancies have occurred in the direction by the resignations of Mr. George Whitehead and Mr. Henry Whitehead. One of these vacancies the directors placed at the disposal of the Manchester shareholders, who nominated Mr. Thomas Leeds to fill it; and to the other, the directors have elected Mr. Godrich, of Chelsea, in compliance with the wish expressed by the shareholders at the last meeting, that he should be appointed to a seat in the direction upon a vacancy occurring.

The proprietors were informed at the last general meeting that all the necessary steps had been taken to enable the directors to make an application to parliament for an extension of the railway to Knightsbridge Green in the next session. The directors are still as fully impressed with the importance of that extension, as they were when they first recommended it, and are not aware of any difficulty having arisen in the way of carrying it into effect; but they are desirous that the subject should again be fully considered by the proprietors before any additional expenses are incurred, and they therefore call the attention of the present meeting to it. If it should be determined to proceed with the application, a new subscription deed will be necessary, and a deposit of 10 per cent must be paid before the application will be entertained by parliament.

Two bye-laws will be presented to the consideration of the meeting, and are recommended by the directors for adoption:—The 1st secures more effectually the payment of all calls due on shares, before they can be transferred; the 2d enables the company to allow interest on all payments made on shares in advance.

The statement of accounts to the 30th of June last, shows that the receipts up to that day amounted to 36,340l. 7s. 7d., and the disbursements to 33,042l. 8s. 3d., leaving an available balance in the hands of the bankers of 3297l. 19s. 4d.

Mr. JOHNSON said, that he did not clearly understand why such expenses should have occurred relating to Parliament, as were mentioned in the report; to which the CHAIRMAN returned an answer, which was deemed satisfactory.

Mr. LEEDS (of Manchester) said, that from the investigations he had made, he was so satisfied of the success of the undertaking, that he would not now dispose of his shares for par, but that when he at first became a director, he would not have minded losing 6l. per share upon them. He had laid these things before the Manchester shareholders, and it only remained for all present to be of one mind in this undertaking.

Mr. GODRICH said, he had become a director at the desire of the shareholders, and as far as his investigation had yet gone, the result was satisfactory; they had now only to look to the future, and to get the railway completed as quickly as possible. He entertained a very different opinion of the undertaking now than he did at the last meeting, and he certainly would not take less than par for his shares. It should be recollect that he had three of the largest sources in the kingdom for traffic.

Mr. CRAUFORD wished to learn of the secretary as to amount of former calls; whether these calls had been paid, or if not, how much was left standing?

The SECRETARY then read the following amount of the several arrears up to the 31st of July:—First call, 80l.; second ditto, 311l.; third ditto, 142l.; fourth ditto, 5319l., of which about 1000l. had been since paid.

Mr. GODRICH said, that as he had taken a great deal of interest in this company, he could not but feel himself extremely gratified by hearing what had been advanced by Mr. Leeds, from Manchester. He confessed, that when he first became a shareholder it appeared to him that the undertaking was in a state of much depression.

Mr. ABROTT asked the secretary if, when all the shares were paid, there would not be a balance in hand after the works were executed?

The SECRETARY said there would.

Mr. COOKE said, that if that were the case, he should only say, that though he had never paid up his instalments with any pleasure, he should from henceforth do so, especially as he saw things in such an improved condition.

Lord KENSINGTON said, that with respect to the extension to Knightsbridge-green he should not bring forward a motion, but if the shareholders present thought it better to carry forward the scheme, he would put down his name for 2000l. His lordship then moved "That the report then read be received and printed, and a copy sent to every shareholder."

The CHAIRMAN put the motion, which was carried unanimously.

Mr. CARPUE stated, that whatever difference had existed between the Great Western Railroad Company and their own, he now felt assured it was totally removed.

Mr. ABROTT said, that he should be afraid to trust them too far.

Lord KENSINGTON said, that all he wished to know was, whether the undertaking was being carried forward in a favourable manner. He stated that he was aware that the shareholders of this company had a communication, by agreement, with the Great Western Railroad, but they had none with the Birmingham.

The CHAIRMAN said, an arrangement had been made with the Birmingham Company, by which every facility was to be afforded to their company.

Mr. LEEDS said, that it was the intention of the Manchester shareholders to pay up their shares in full, or at least it was so of many of them.

Mr. TUTON said, it was his opinion that it would be one of the greatest advantages to the railroad company if they were to carry the railroad to Knightsbridge.

Lord KENSINGTON begged leave to propose "That the thanks of the meeting be given to the directors."

The CHAIRMAN then returned thanks for the honour done to his brother directors and himself, adding that he (the chairman) was well aware, if all were of the same spirit as his lordship, that they would soon see their great design accomplished.

Mr. GODRICH said, that the shareholders present might rely upon the directors' endeavours to promote and carry forward their interests.

It was then voted "That the thanks of the meeting be given to the chairman for his able and impartial conduct in the chair."

The CHAIRMAN said, that it was his desire to do all in his power for the accomplishment of the undertaking—and the meeting adjourned.

The following resolutions were also carried unanimously:—

That no person or corporation shall sell or transfer any share which he or they shall possess, after any call shall have been made by the directors for the time being, for any sum of money in respect of such share, unless he or they, at the time of such sale or transfer, shall have paid the full sum of money which shall have been called for in respect of each share so to be sold or transferred.

That the directors of the company are hereby empowered to allow interest at such rate, not exceeding the rate of 5l. for every 100l. by the year, upon all principal monies which shall have been paid in advance, or for so much thereof as shall from time to time exceed the amount of the calls which shall have been made upon the shares in respect of which such money shall have been paid in advance, as the subscriber paying such sum in advance, and the directors for the time being, shall agree upon.

That this meeting does not confirm the forfeiture of shares declared by the directors.

## LONDON GRAND JUNCTION RAILWAY.

The half-yearly meeting of the above company was held on Wednesday last, at the city of London Tavern.

CASH, Esq., in the chair.

The usual preliminary business having been gone through, the CHAIRMAN requested the solicitor to read the report, together with the half-yearly account, of which the following is a brief outline:—

That since the half-yearly general meeting in February last, the directors had convened a special meeting of the proprietors to take into consideration the course to be pursued in consequence of the House of Commons having thrown out the bill for extending the time for the purchase of land, &c. At that meeting it was resolved to reduce the expenditure of the company as much as possible, and to keep the company at present in abeyance. They had consequently dispensed with the services of their secretary, and had retained but one clerk, at a salary of 70l. per annum. The first-floor of their offices had also been let at a rent of 150l. per annum, and the directors had consented to forego any remuneration for their services until they met the shareholders again. By agreements entered into with certain landowners previous to their going to Parliament for the Act of Incorporation, they are bound to pay interest on the purchase-money till the year 1840, and in default, the agreements become void. The directors then made arrangements with the landowners to relieve the company from paying the accruing interests, and prevent the agreements from becoming void. They then communicated with the solicitors of the respective landowners, to allow the agreements to remain in force till 1840, without payment of interest in the meantime, unless the company should previously obtain an act for the extension of time. To this proposition most of the largest landowners had consented, and they had no doubt they would be able to arrange with the remainder on the same terms. The directors did not contemplate applying to parliament next session,

improper and prejudicial to give a partial and incomplete report of the proceedings, we have been compelled to postpone full details to a second edition. It may, under these circumstances, suffice to say, that on the motion that the report of the directors, read at the meeting, be received and adopted, an amendment was moved by Lawrence Heyworth, Esq., and carried by the meeting, that the report be printed and circulated amongst the proprietors, and that the present meeting do adjourn at its rising to the second Wednesday in October, to take the same into further consideration. At half-past five o'clock, when we left the hall, the meeting was still sitting, and the discussion on various topics then appeared likely to last for a considerable time longer.

## BRISTOL AND EXETER RAILWAY COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the Merchants' Hall, Bristol, on Tuesday, the 14th inst., and was numerously and highly respectably attended.

F. RICKETTS, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN, in addressing the meeting, observed, that at the last meeting he had the pleasure of congratulating the shareholders on the cheering prospects of the undertaking; and it was his gratification on the present occasion to be able to report a similar favourable condition. He had, with other of the directors, visited the works at Yatton, Uphill, and indeed all along the line to Bridgewater, and he could assure them the progress was most satisfactory. There was a time when it was said that the line would never be completed; that the funds would not be forthcoming; but it needed only to look at the list of proprietors to see how utterly without foundation were such surmises. He would again repeat that their prospects were most cheering, and would earnestly entreat them not to relax in their zeal in the cause, but to take fresh shares and urge their friends to do the same; confident as he was that they would find them beneficial, alike to themselves and the public.

The secretary (Mr. J. B. Badham) then read the following report:

The directors regard with satisfaction the return of the period which affords them an opportunity of laying before the proprietary an account of their proceedings.

During the interval that has elapsed since the last meeting, contracts completing the entire distance between Bristol and Bridgewater have been undertaken by respectable contractors at an average of less than 7600*l.* per mile, on the 34 miles, including the cost of a bridge already commenced over the river Parrett beyond the latter town. Difficulties arising from peculiarities of tenure, the subdivision of interests and other circumstances, have unavoidably retarded the purchase of lands; but those impediments have now for the most part disappeared, and the works are consequently going forward with spirit and energy.

In some few instances the unreasonable claims of landowners have induced the adoption of legal measures, the result of which has at once invariably proved the exorbitancy of their demands, and the liberality of the offers of compromise previously made by the company.

In a great majority of cases, however, both owners and occupiers have shown a degree of willingness to accommodate and to facilitate the progress of the undertaking, to an extent demonstrative of their conviction of the benefits that it will diffuse through their respective districts.

At Bridgewater, ample room for a station has been secured, on terms favourable to the company, and in a locality equally advantageous for the landowner, the town, and the railway.

The application to parliament, sanctioned by a special meeting in March last, has issued in a new act, which received the royal assent on the 11th of June. It authorises the construction of branches at Nailsea, Weston-super-Mare, and Burnham, and adds three years to the periods prescribed by the Act of Incorporation for the purchase of lands.

In announcing the resignation of their late respected deputy-chairman, Mr. Samuel Wearing, the directors cannot refrain from expressing a regret that will no doubt be also felt by every shareholder who is aware of the zeal with which he has devoted his time and talents to the promotion of the prosperity of this company.

The vacancy has been supplied by the election of Mr. Thomas Kington, a gentleman whose extensive mercantile connections and whose character are well known to most of the proprietors, and who has a considerable interest in the undertaking.

Mr. James Gibbs, one of the earliest and steadiest supporters of the undertaking, has been chosen deputy-chairman.

The recent dissolution of the South Western Railway Company, for some time regarded as a competing line, and the probable formation of a new one for the construction of a line from Exeter to Falmouth, which could not fail to bring an immense increase of traffic to the Bristol and Exeter, are circumstances too important to have escaped the attention of shareholders in the latter.

In the communications with the Government respecting the intended steam-packet station on the coast of Somersetshire, no new feature has arisen, and the directors advert to this subject merely for the purpose of repeating their full expectation of its ultimate accomplishment.

With respect to the important question of permanent rails, it is to the directors a constant source of satisfaction that the Bristol and Exeter line is in a most favourable position to take advantage, without expense, of the practical results of the various systems which are now in operation on the Great Western and other railways; and it is their full intention to adopt that mode of construction which experience may prove to be the most eligible.

By the account of receipt and expenditure it will be seen that after paying upwards of 37,000*l.* for land, and upwards of 56,000*l.* to contractors for work executed, there remains a disposable balance of 34,371*l.* 5*s.* 1*d.* in the hands of the bankers.

To these facts the directors beg leave to call the attention of the meeting, as the best evidence of their discharge of the trusts confided to them.

The statement of receipts and expenditure up to the 30th June, 1838, was also read by the secretary, from which there appeared a balance in favour of the company of 43,594*l.* 1*s.* 10*d.*; since which date the directors have received further, on account of calls, the sum of 9261*l.*, and they have made various additional payments to the contractors and for the purchase of land, wages, and other disbursements, to the extent of 18,143*l.* 16*s.* 9*d.*, by which means the balance stated to be then in the bankers and secretary's hands is varied, and now stands at the sum of 34,371*l.* 5*s.* 1*d.*

## BIRMINGHAM AND DERBY JUNCTION RAILWAY.

The half-yearly general meeting of the proprietors of this company was held at Dee's Royal Hotel, Birmingham, on Thursday, the 9th inst., to elect directors in the place of those who retired by ballot, to receive the half-yearly report, and to transact the general business of the company.

HENRY SMITH, Esq., in the chair.

The chairman having briefly addressed the meeting upon the prospects of the undertaking, he proceeded to read the following report:

## REPORT.

In meeting the proprietors at the usual half-yearly period, the directors have to refer to the report on the state of the undertaking which they made on the 11th of June last, and which was then forwarded to each shareholder. The time which has since elapsed is so short, that much cannot be added to that report. The directors have, however, the satisfaction of stating that the works near Burton-upon-Trent, which were then unlet, are now contracted for and in operation, and will be completed within the time at which the other contracts determine.

The whole of the works from Derby to Stonebridge, therefore, are now in course of actual execution, and in the opinion that they may be completed by the 30th of next June, and that the line may be opened at that time, for the conveyance of passengers and goods, the directors are fully confirmed. That the grounds of that opinion may be understood by the proprietors generally, they have requested the resident engineer to prepare a report on the state of the works, which is subjoined.

If the general progress of the works should appear to have been hitherto less than might have been expected, it should be observed that this has arisen from the necessity of at first confining the operations to those few points, the magnitude of which far exceeds that of the works constituting the principal part of the line. The operations are now become general, and the rate of expenditure is already greatly increased.

The directors take this opportunity of adding, that, since the making of the report above alluded to, their attention has been much given to a revision of the statements which it contains as to the prospects of this company. They not only see no reason to doubt the accuracy of any of those statements, but, on the contrary, further consideration has satisfied them that they have underrated the advantages of the undertaking. To realise those advantages at the earliest period will still be the object of the directors, and they will not cease to urge, by every means in their power, the completion of the works.

The Act of Parliament for which the directors applied, at the request of Lord Aylesford, to enable the company to deviate the line across his lordship's estate at Packington, has received the royal assent, and the formation of the new line is rapidly proceeding. By this alteration there will be a saving in time in the journey from Derby to London; for although the total distance is increased by about a quarter of a mile, the gradients are improved, and a considerable advantage, both in time and expense, is obtained by joining the

London and Birmingham Railway at a point where its gradient is of a much more favourable nature for a junction. A considerable saving in the original outlay of the company is also effected.

It appears that there are seventy-two shares on which the payment of the second call is in arrear. The directors have declared them forfeited, and recommend the proprietors to confirm the forfeiture, under the provisions of the Act.

In the last report the directors stated their opinion that the whole of the works might be completed within the amount which the Act authorises the company to raise, and they are still of the same opinion. This sum includes 200,000*l.* to be raised on mortgage of the tolls and property of the company.

The rapidity with which it is proposed to complete the works, and the necessity for the speedy provision of engines and carriages, and the establishment of all the branches of a carrying department (items not included in the Parliamentary estimate), render it, in the opinion of the directors, desirable that the money authorised to be borrowed on mortgage should be placed at the disposal of the company. They recommend, therefore, that the sum of 200,000*l.* should be so raised.

Since the last annual meeting, vacancies have been occasioned in the board of directors, by the resignation of Mr. Francis Lloyd, and the death of Mr. John Webb. These vacancies have been filled by the election of Mr. Archibald Kenrick, of West Bromwich, and Mr. Samuel Smith, of Birmingham.

The act of incorporation requiring that three of the directors should annually go out of office, a ballot has taken place, and Messrs. Walker, Ld.-sam, and Moore, have retired from the board.

The receipts of the company, to the 30th of June, were £177,587 18 11. The disbursements ..... 154,716 4 11. And the balance in the hands of the bankers ..... 22,871 14 0.

The engineer's report was then read, which showed that eleven contracts had been let, the total amount required for which is 318,377*l.* The report also stated that the directors may confidently look forward to the opening of the whole line by the end of June, 1839.

## LONDON AND GREENWICH RAILWAY COMPANY.

At the special general meeting of the proprietors of this company, held at the City of London Tavern, on Friday, the 10th inst., the following report of the committee of investigation was submitted, which we were compelled last week to defer:—

## REPORT.

Your committee, agreeably to the powers with which the proprietors were pleased to invest them, proceeded to inquire into the affairs of your railway, both as to its management, finances, and general state; and they regret very much to have found that the efforts of your directors have been entirely paralysed by unfortunate dissensions which have arisen amongst them; and that the public confidence has, consequently, been so much withdrawn, as to render them quite unable to raise funds to complete the undertaking. This your committee the more regret, as they find the assets of the company (from the above cause, entirely unavailable) amply sufficient to meet every demand.

It was evident, therefore, that the efforts of your committee, however desirable it might be to examine into the general state of the railway, would be most usefully employed in devoting their attention to the all important consideration of how funds were to be provided for finishing the works and carrying on the railway. Deeply impressed with this subject, your committee at once proceeded, by a careful examination of the accounts of the company, to satisfy themselves that they would be justified in reporting to the proprietors, that the want of confidence on the part of the public alone, rendered the directors unable to carry on and complete the works: and although a former committee made a most careful examination into the accounts, yet it has been thought desirable to employ an accountant to examine and confirm the former statements, and to aid them in placing the accounts upon a better basis for the future; and your committee, from the examination already gone into, have much satisfaction in stating their confident expectation that the assets of the company (if made available) will be found more than sufficient for every purpose required.

In confirmation of the above, your committee beg your attention to the following statement.

[The statement of accounts here alluded to was subsequently read, from which it appeared that there was an available balance in favour of the company of 31,700*l.*]

Your committee, with the statement referred to in their hands, did not hesitate to listen with much satisfaction to a negotiation opened with the London Joint-Stock Bank; who, upon condition that a satisfactory direction were formed, would be willing to advance upon security the necessary funds to complete and carry on the undertaking.

Under these circumstances, your committee presented themselves to a board of the late directors, explaining to them the above communication; when, after mature deliberation, it was unanimously deemed both expedient and desirable to propose that the duties of the management of your affairs should at once be transferred to your committee.

Your committee finding that, by Act of Parliament, no new directors could be appointed by the nomination of the old, and feeling that to refuse to take upon themselves these responsibilities, would, under existing circumstances, be a dereliction of their duty to the shareholders, have undertaken them; and they hope the above statements, coupled with the fact of the impious necessity of some steps being immediately taken to rescue the company from its painful difficulties, will be deemed by you a sufficient explanation of the extraordinary position of your committee, delegated to inquire into your affairs, having changed characters, and returned to you as the sole managers of this important undertaking.

Your committee, however, being now placed in this responsible situation, beg leave to assure you that, trusting to your support, and, above all, to your entire confidence, they are determined, with unremitting zeal and energy, to go on to complete, in the shortest possible time (consistent with prudence) the whole of the works; to inspect and examine, most scrupulously, all matters and things regarding the well-being of your affairs; and confidently look forward, at no distant period, to have the satisfaction of reporting the railway finished, in full and profitable operation.

Your committee feel bound also to state, that, as far as they can judge, it is their unanimous opinion that the works of the railway, particularly the brickwork and arches, are sound and good.

## MONMOUTHSHIRE AND GLAMORGANSHIRE BANKING COMPANY.

The second annual general meeting of the shareholders of this company was held at the King's Head Inn, Newport, on Monday the 6th inst.

PHILIP JONES, Esq., in the chair.

The CHAIRMAN opened the business of the meeting, by reading the following report from the directors:—

## REPORT.

Referring to the last half-yearly report, and to the very full elucidation therein given of the affairs and prospects of the company, which continue to proceed in a course of uninterrupted prosperity, the directors have now the pleasure to announce that the result of the transactions for the six months, ending 30th of June last, will enable them, after making large provision for bad and doubtful debts, to declare a dividend of 5 per cent. for the half year (being at the usual rate of 10 per cent. per annum), and to add 3000*l.* to the reserve surplus fund, which will thus be increased to 9000*l.*

This highly satisfactory result has been brought about by a vigilant and careful economy of the expenditure in every department, by the judicious employment of the deposits and other resources, and by the fortunate avoidance of heavy losses.

The business of the company in Monmouthshire is now placed on a basis from which it cannot easily be shaken.

In Glamorganshire, the directors were for a long time disposed to have remained content with the solitary branch at Cardiff, but invitations of the most flattering description from Swansea and Bridgend, induced them to turn their attention to those towns, and after due inquiry and consideration, to establish branches in each. The late successful application of stone coal to the making of iron, has laid open an immense field of unworked and almost inexhaustible minerals in the mountains and valleys which communicate with the harbour of Swansea; while the establishment of some large collieries and iron works in the neighbourhood of Bridgend, attest the rising importance of that hitherto insignificant locality.

From each of their new branches the directors have received strong assurances of support, and they have every reason to hope, that at a future and not distant day, the credit and character of the establishment will stand as high in the county of Glamorgan, as it now does in that of Monmouth.

It being necessary by the provisions of the deed of settlement, that two of the directors should now retire from office, and Messrs. Towgood and Fothergill having, in pursuance of arrangements made at a board meeting, been fixed upon for that purpose, the directors take leave to suggest, that it is in the power of the general meeting to re-elect (if so disposed) both or either of those gentlemen. A list of proprietors qualified to be elected directors, now lies on the table for the inspection and guidance of the meeting.

The dividend, if confirmed by the meeting, will be immediately payable at the head office, or remitted through any one of the branches.

The report gave great satisfaction to the shareholders, and after the meeting had been addressed at some length by the chairman and Mr. Blewitt (the manager), the following resolutions were unanimously agreed to:—

That the thanks of this meeting be given to the board of directors, for their efficient management of the company's affairs during the past year; and for the highly satisfactory results it has produced.

That Mr. Thomas Fothergill and Mr. W. Towgood be re-elected directors of this company.

That the resolution of the last annual general meeting, which invested Messrs. Jones and Blewitt with the sole superintending inspection, and regulation of the accounts and discount transactions of the bank, having given general satisfaction to the customers, it is expedient and for the benefit of the proprietors, that the same arrangements should be adopted for the ensuing year.

That Messrs. Jones and Blewitt be armed therefore with full power for carrying into effect the last resolution, having leave to consult the board of directors on any matters of doubt or difficulty.

That the different officers of the head-office and branches be thanked for their zealous co-operation in the management of the company's affairs, and for their devoted attention to its best interests.

Thanks having been voted to the chairman and directors, the meeting adjourned.

## ASHTON, STALYBRIDGE, HYDE, AND GLOSSOP BANK.

A meeting of the proprietors of this bank met in the Town Hall, Ashton-under-Lyne, on Monday, the 6th inst.

W. WRIGHT, Esq., in the chair.

The annual general report, which was read by Mr. Coulthart, the manager, stated that the bank had been very successful during the past year; that upwards of 9 per cent. had been realised upon the paid-up capital, after paying all current expenses; while on the other hand, no loss whatever, during the same period had been sustained; and after a careful revision of the accounts it was the unanimous opinion of the directors, that there was no probability of a single bad debt. The report concluded by recommending a dividend of 5 per cent. to be distributed among the proprietors for the past year, and the remainder of the profits to be carried to the reserve fund, which would then amount to 3076*l.* 2*s.* 7*d.*

## BIRMINGHAM BANKING COMPANY.

An extraordinary general meeting of proprietors of this company was held, in conformity with the provisions of the new deed of settlement, at Dee's Royal Hotel, Birmingham, on Wednesday last, to take into consideration the propriety of making a half-yearly dividend in lieu of the practice heretofore adopted of declaring the dividends once a year only.

JOHN TURNER, Esq., in the chair.

The business of the meeting was confined to the specific object for which it had been called—namely, to give the proprietors the option of receiving their dividends twice in the year. The directors in their report stated that the net profits for the half year to the 30th of June last, amounted to 11,622*l.* 12*s.* 3*d.*, and they recommended that a dividend of 10*s.* per share, being at the rate of 10 per cent. per annum, should be declared, leaving a balance of 2237*l.* 12*s.* 3*d.* to be carried over to the current half-year.

In conformity with the recommendations of the directors the above dividend was declared; after which a vote of thanks was passed to the chairman, and the meeting adjourned.

## NOTTINGHAM AND NOTTINGHAMSHIRE BANK.

A very numerous and highly respectable meeting of the shareholders in this bank was held at the Lion Hotel, on Monday week, when a surplus of 6*s.* per cent. on the paid-up capital was announced, together with a surplus fund of upwards of 9000*l.* At the same meeting the directors reported the ability of the company to return the last call of 5*s.* per share, which was directed to be paid with the dividend, on the 1st of September next.

## CHELTENHAM AND GLOUCESTERSHIRE BANK.

The third general meeting of the proprietors of this bank was held at the office of the company, Clarence-street, Cheltenham, on Wednesday, 1st inst. JOHN LEWIS MORTIMER, Esq., in the chair.

The directors, in their report, said, they were happy to state, that during the past half year, they had not sustained any loss by bad debts or otherwise; and so successful had been the business, that after applying half the profits to the surplus fund, they were enabled to declare a dividend at the rate of 7*s.* per cent. per annum to the shareholders.

## STOURBRIDGE AND KIDDERMINSTER BANK.

## PUBLIC COMPANIES.

## MEETINGS.

**BLAENAVON IRON AND COAL COMPANY.**—Notice is hereby given, that the ANNUAL GENERAL MEETING of proprietors will be held at the offices of the company, No. 4, Pancras-lane, London, on Friday, the 31st inst., at Twelve for One o'clock, to receive the yearly report of the directors, and declare a dividend for the half-year ending Midsummer last; and for other purposes.

By order of the Board,

W. W. JONES, Secretary.

**COMMERCIAL RAILWAY COMPANY (LONDON AND BLACKWALL).**—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the proprietors of the company will be held, pursuant to the act of incorporation, on Thursday, the 30th of August, at the London Tavern, Bishopsgate-street, at Twelve for One o'clock.

62, Moorgate-street, July 31.

WILLIAM ROUTH, Chairman.

**DURHAM COUNTY COAL COMPANY.**—Notice is hereby given, that the FOURTH HALF-YEARLY MEETING of the shareholders of the above company, will be held at the King's Head Inn, in Darlington, on Tuesday, the 28th of August instant, at Twelve o'clock noon, for the purpose of receiving the directors' report, and for the declaration of a dividend on the half-year ending 30th of June last.

And notice is hereby further given, that no proprietor will be entitled to vote on any question or matter which may be brought before such meeting, who shall not have executed the deed of settlement of the company, and registered his shares accordingly.

By order of the board of directors,

32, Great Winchester-street, London, Aug. 12.

WM. BEDFORD, Sec.

**GREAT WHEAL PROSPER MINING COMPANY.**—At a Meeting of shareholders in the above Mine, held in Manchester on the 13th of August, 1838, it was unanimously resolved, that the call of five shillings per share made by Messrs. Millett Thomas and John Waller is not approved of, and that a GENERAL MEETING of the shareholders be held in Manchester, on Wednesday, the 5th of September, 1838, at the York Hotel, King-street, at Ten o'clock in the morning precisely.

WILLIAM PIPE, Chairman.

Manchester, August 13.

**HOLMBUSH MINING COMPANY.**—The directors hereby give notice, that the HALF-YEARLY GENERAL MEETING of the shareholders will be held at the White Hart Tavern, Bishopsgate-street, on Thursday, the 3rd instant, at One o'clock precisely.

26, New Broad-street, August 15.

**NORTH MIDLAND RAILWAY.**—Notice is hereby given, that the August HALF-YEARLY GENERAL MEETING of proprietors of the North Midland Railway Company will be held in London, in pursuance of the provisions of the Act of Incorporation, at the City of London Tavern, Bishopsgate-street, on Thursday, the 23d day of August, at Twelve o'clock noon. The chair to be taken at One o'clock precisely.

GEORGE CARR GLYNN, Chairman.

JAS. HUBBARD, Pep. Chairman, of the Board of Directors.

H. PATTESON, Secretary to the Board.

Offices, 13, George-street, Mansion-house, Aug. 6.

H. PATTESON, Sec.

**RELISTIAN MINES.**—Notice is hereby given, that a GENERAL MEETING of the shareholders in these Mines will be held on Monday, the 2nd inst., at the White Hart Tavern, Bishopsgate-street, at Twelve o'clock precisely, to consider the propriety of electing Directors, and of adopting Rules and Regulations for the future management of the concern.

1, Broad-street Buildings, Aug. 17.

J. E. MORGAN, Secretary.

**RIO DE ANORI STREAM-WORKS COMPANY.**—Notice is hereby given, that a MEETING of the shareholders of the above undertaking will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Monday, the 20th of August instant, at One o'clock precisely, upon very special business.

By order of the Directors,

SAMUEL HARPER,

Solicitor to the Company.

**ST. NEOT'S and ST. CLEER CONSOLIDATED MINING COMPANY.**—The shareholders who have paid the last call (of five shillings per share) advertised in July, 1837, are requested to MEET at Weakley's Hotel, Devonport, on Thursday, the 30th August instant, at Four o'clock precisely.

Devonport, August 13.

CHARLES ROW, Hon. Sec.

**TREVORGUS MINING COMPANY.**—The HALF-YEARLY GENERAL MEETING advertised to be held on Thursday, the 30th day of August, at the office of the company, No. 12, Pancras-lane, Cheapside, London, is POSTPONED until the following day, Friday, the 31st day of August instant, at One o'clock precisely.

C. F. KIRKMAN, Sec.

**THAMES HAVEN DOCK AND RAILWAY COMPANY.**—The General Half-Yearly Meeting assembling the subscribers in London, on Wednesday, the 29th inst., the directors propose visiting the works at the dock at Thames Haven on the same day, and will feel much gratified if the subscribers would accompany them down, and view themselves the property, situation, and advantages it offers. A steam vessel will be engaged at the company's expense, and the necessary refreshments provided on board at the individual charge of the party. It is requested that every subscriber who proposes to attend will intimate his intention at the office, with the number of friends he brings, by Monday, the 27th, that provision may be made accordingly.

Office, 18, Moorgate-street, August 9.

HENRY AMSINCK, Secretary.

**WHEAL SISTERS MINING COMPANY.**—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of shareholders will be held at the offices of the company, on Tuesday, the 25th day of August, 1838, at Two o'clock precisely.

GEORGE MORGAN, Sec.

Offices, 37, New Broad-street, August 6.

**WHEAL GILBERT TIN AND COPPER MINING COMPANY.**—Notice is hereby given, that the Directors of the above Company will submit to a GENERAL MEETING of the shareholders, to be held at Pearce's Hotel, in the Borough of Truro, on Saturday, the 25th inst., at Twelve o'clock precisely, the DEED of SETTLEMENT, which has been prepared agreeably to the Resolutions adopted at the SPECIAL General Meetings held in London and Redruth in May last.—The shareholders who have not paid the last call of 10s. per share are requested to do so previous to the meeting, either to Messrs. J. and H. Hore, London, or to Mr. H. Grylls, Redruth.

Redruth, August 14.

HENRY GRYLLS, Secretary.

**CALLS.**

**ST. HILARY COPPER MINING COMPANY.**—The directors beg hereby to remind the shareholders of this company, that the fourteen days' grace for payment of the Fourth Instalment of Five Shillings per share, due the 11th instant, and payable at Messrs. Barnett, Hoares, and Co., Lombard-street, will expire on the 23rd instant.

15, Great St. Helen's, August 4.

**TRELEIGH CONSOLIDATED COPPER MINES.**—The period fixed (viz. 7th of August) for payment of the call of Seven Shillings and Sixpence per share on the shares in the above-mentioned Mines having expired, notice is hereby given, that all shares upon which such call shall not be paid on or before the 7th day of September next, will, according to the conditions endorsed upon the scrip certificates, be FORFEITED.

J. BAWDEN, Secretary.

23, Threadneedle-street, August 14.

**TREGOLLAN COPPER MINING COMPANY.**—The Directors hereby give notice, that all shares on which any calls remained unpaid on the 6th day of August instant, have been declared absolutely FO-PEITED; and all scrip on which the payment of the calls has not been duly endorsed, must be produced, with the banker's receipt, at the office of the company, for examination and endorsement, so as to distinguish the same from the shares forfeited, pursuant to the recommendation of the Annual General Meeting, and the resolution and notice of the directors.

Tregolian Mining Office, 14, Bishopsgate-street, Aug. 14.

**DIVIDENDS.**

**BRITISH COPPER MINING COMPANY.**—The directors do hereby give notice, that the affairs of this company are being now wound up, a DIVISION OF TWO SHILLINGS AND NINEPENCE per share in full distribution of the assets, will be made at this office on Friday next, the 17th instant, and on each succeeding Friday, between the hours of Eleven and Three o'clock. A numerical list, with the scrip receipts, must be left at the office two days previous to payment.

W. MILLS MIDWINTER, Sec.

5, Aldam's-court, August 10.

**TREGOLLAN COPPER MINING COMPANY.**—The Directors hereby give notice, that the injunction obtained by Miss Henwood against the company has been dissolved on the merits by the Vice-Chancellor, and that they now have full power to dispose of all ores raised, or to be henceforth raised from the mine.

Tregolian Copper Mining Company's Office,

14, Bishopsgate-street, August 13.

**THE PATENT SAFETY FUZE.**

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Camborne, Cornwall.

URE'S DICTIONARY OF ARTS, MANUFACTURES, &c.

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NATIONAL LOAN FUND LIFE ASSURANCE AND DEFERRED ANNUITY SOCIETY,

No. 26, Cornhill, London.—Capital £500,000.

EMPOWERED BY ACT OF PARLIAMENT.

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Col. Sir Burges Caenick, K.C.B.

J. Elliottson, M.D., F.R.S.

Charles Farbrother, Esq., Ald.

H. Gordon, Esq.

Robert Holland, Esq., M.P.

PHYSICIAN—J. Elliottson, M.D., F.R.S., 37, Conduit-street.

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SPECIMEN OF ANNUAL PREMIUMS TO INSURE £100.

Age 20.	Age 25.	Age 30.	Age 35.	Age 40.	Age 45.	Age 50.
£ s. d.						
1 13 7	1 18 6	2 4 4	2 10 11	2 18 8	3 9 4	4 4 2

## SPECIMENS OF DEFERRED ANNUITIES.

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Options secured on attaining the age of Sixty-five, by an Annual Premium of £2 12s.

To secure, on attaining the age of 65, [Annuity £10 0 0

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Age Annuity. Cash. Policy.

Age	Annuity.	Cash.	Policy.	Age	Annual.	In one Sum.	Disparity.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20 47 6	394 11 0	466 0 0	20 10 11	16 0 10	0 0 0	0 0 0	1
25 26 15 10	221 3 0	261 0 0	30 19 6	16 7 1	7 3 11	11	1
30 13 19 9	115 8 0	136 6 0	40 1 17 3	27 3 11	19 4 10	12	1

Also Annuities commencing at any other Age.

Prospectuses, detailing the objects of the Society at length, with every variety of Tables, may be had by application at the Office, and any of the Branches which are established in most of the principal towns.

F. FERGUSON CAMROUX, Secretary.

## PUBLIC COMPANIES.

## MEETINGS.

Northern and Eastern Railway . . . . . City of London Tavern . . . Aug. 20 . . . 12.

Shipowners' Towing Company . . . . . 102, Leadenhall-street . . . 20 . . . 1.

London Annuity Society . . . . . 11, Chancery place . . . 20 . . . 6.

Rio de Anori Stream-works . . . . . George and Vulture . . . 20 . . . 1.

London and Birmingham Railway . . . . . City of London Tavern . . . 21 . . . 11.

Eastern Counties Railway . . . . . London Tavern . . . 22 . . . 1.

Glasgow, Paisley, and Ayr Railway . . . . . Glasgow . . . 22 . . . 12.

# AND COMMERCIAL GAZETTE.

## THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 94  $\frac{1}{4}$  money, and 94  $\frac{1}{4}$  time. The Three-and-a-Half Red. Ann. 102 $\frac{1}{2}$ , and the New Three-and-a-Half ditto 101 $\frac{1}{2}$ . Bank Stock 207 $\frac{1}{2}$ . Premium upon Exchequer Bills 72 75, and on India Bonds 73 75.

Portuguese New Fives 36 $\frac{1}{2}$  37, and the Threes ditto 24 $\frac{1}{2}$ . Spanish Bonds, with the May Coupons, 21 $\frac{1}{2}$ . Drawn Deferred 18 $\frac{1}{2}$ ; Passive 14 $\frac{1}{2}$ ; and Deferred 8 $\frac{1}{2}$ . Brazilian 84, and Colombian 26 $\frac{1}{2}$ . Dutch Two-and-a-Half per Cents 54 $\frac{1}{2}$ , and the Old Fives 102 $\frac{1}{2}$ .

Great Western Railway Shares 13 pm.; Brighton 2 $\frac{1}{2}$   $\frac{1}{2}$  dis.; and Blackwall  $\frac{1}{2}$  dis. British Asphalte Shares 1 $\frac{1}{2}$  pm.; British North American Bank 2 pm.; the London Joint-Stock Bank 2 pm.; Provincial Bank of Ireland 17 pm.; and the Union Bank of Australia 5 $\frac{1}{2}$  pm.

Candonga shares have risen during the week about 3 $\frac{1}{2}$  per share, in consequence of letters having been received in London from most respectable parties in Brazil, communicating information of the mine having produced the extraordinary quantity of upwards of 200 lbs. weight of gold in one day.

It appears by letters from Rio de Janeiro to the 2d of June, that many useful projects for the improvement of commerce and the encouragement of enterprise were, on the suggestion of the government, under the consideration of the Chambers. The commercial relations with the United States, which had been suspended for nearly a year, were again renewed and assuming activity. Of about 52,000 bags of coffee exported in the month of May, 8300 were sent to the United States. 2000 boxes of sugar had been sold in May, and 1000 remained on hand in the stores. Considerable remittances had been made to London at an exchange of 29 to 29 $\frac{1}{2}$ . Much activity prevailed at Rio in shares of various companies. The Soccoco Bank had already commenced business, and most of the shares of the Commercial Bank of Rio were already paid-up. The Coast Steam Navigation Company shares were 856 per share, and the Rio Bay and Coast Steam Navigation Company shares were 94 per cent. premium. A company has been recently formed here for the Bahia Bay and coast.

## LATEST INTELLIGENCE.

**CITY, TWELVE O'CLOCK.**—Consols for Account, 94  $\frac{1}{2}$ ; Exchequer Bills, 72 74 premium; East India Bonds, 73 75 premium; Dutch Five per Cents., 102 $\frac{1}{2}$ ; Ditto Two-and-a-Half per Cents., 54 $\frac{1}{2}$ ; Portuguese Five per Cents. 36 $\frac{1}{2}$ ; Ditto Three per Cents. 24 $\frac{1}{2}$ ; Railways:—Brighton, 2 $\frac{1}{2}$  dis.; Great Western, 12 $\frac{1}{2}$  13 $\frac{1}{2}$  premium; London and Birmingham, 80 82 premium; New, 23 24 premium; Southampton, 46 $\frac{1}{2}$  7 $\frac{1}{2}$  per share; New, 21 $\frac{1}{2}$  22 $\frac{1}{2}$  prem.; York and North Midland, 1 dis.

**TALEWORTH, AUGUST 14.**—The sale of black tin this day was 252 tons, producing 10,950 $\frac{1}{2}$  lbs. 3d. The principal sales being—St. Ives, 1988 $\frac{1}{2}$ . 17s. 6d.; Wheal Mary, 1236 $\frac{1}{2}$ . 6s. 3d.; Boscaswell, 1286 $\frac{1}{2}$ . 7s. 6d.; Great Work, 972 $\frac{1}{2}$ . 10s. 0d.; Wheal Reeth, 787 $\frac{1}{2}$ . 13s. 9d.; Tincroft, 738 $\frac{1}{2}$ . 15s.; Balleswidden, 670 $\frac{1}{2}$ . 5s.; Wheal Darling, 468 $\frac{1}{2}$ . 17s. 6d.; Levant, 404 $\frac{1}{2}$ . 2s. 6d.; Wheal Castle, 421 $\frac{1}{2}$ . 2s. 6d.; Morvah and Zen-levant mines, 421 $\frac{1}{2}$ . 3s. 9d.; and Marazion Mines, 384 $\frac{1}{2}$ . 2s. 6d.—The particulars will be given in our next.

**LIVERPOOL SHARE MARKET, AUG. 9.**—The market is extremely flat to-day; 37 $\frac{1}{2}$ . 10s. offered for Grand Junction new half shares. 10.—The business transacted to-day has been extremely limited; the Grand Junction new half shares have been sold at 39 $\frac{1}{2}$  pm. 11.—Grand Junction new halves have been done at 39 $\frac{1}{2}$  pm.; Brightons have declined to 32s. 6d. dis. Market continues in action. 13.—The principal business transacted to-day has been in bank stock; the market remains dull. 14.—The market to-day has been very inactive. 15.—The market remains very dull; some inquiry has been made for Grand Junction halves. —*Gore's Liverpool Advertiser.*

**BIRMINGHAM METAL MARKET.**—The price of iron has remained firm during the past week, although the metal market generally has slightly given way; this is to be attributed to the number of orders on hand, and to the fact of the stocks, both in this neighbourhood and in Liverpool, being light, as the demand latterly has not been brisk.—*Midland Counties Herald.*

## DUCHIES OF CORNWALL AND LANCASTER.

### DUCHY OF CORNWALL.

An account, showing the income arising from, and the charges on, the revenues of the Duchy of Cornwall, from June 1837, to June 1838:—

REVENUE.	£ s. d.
Rents (including land tax redeemed) from Lady-day, 1837, to Michaelmas, 1837, and Lady-day, 1838	5,567 3 6
Tin duty on coining, Michaelmas, 1837	5,086 0 0
Ditto Christmas, 1837	4,622 0 0
,, Lady-day, 1838	5,025 0 0
,, Midsummer, 1838	4,946 0 0
Dividends on stock invested, the produce of sales of lands, &c. under the Land Tax Act	496 9 6
Coals taken on rates from 1-8 to 1-10 of the free-share, but this year larger than usual	2,630 9 5
Stannary Court fees	83 4 9
 EXPENDITURE.	 £28,456 7 2
Salaries—Michaelmas, 1837, and Lady-day, 1838	5,342 0 10
Annuities to the late, and salaries to the present Stannary officers, with tithes on tin	2,892 4 6
Audit expenses	352 8 0
Surveys, &c.	19 13 0
Incidental expenses	685 12 6 $\frac{1}{2}$
Expenses of the coinages, including officers' fees and travelling charges	953 7 8
Donations and charities	125 0 5
Extraordinary payments	490 15 8
Law expenses	1,734 16 6
Poundage to the receiver-general and auditor on payment to her Majesty's use	75 0 0
 £12,670 19 1 $\frac{1}{2}$	

### DUCHY OF LANCASTER.

Statement of Revenue and Expenditure for the year ended 20th June, 1838:—

REVENUE.	£	s.	d.
* Rents, including land-tax redeemed	21,843 5 5 $\frac{1}{2}$		
Dividends on funded property	791 9 2		
† Grants in fee	119 10 0		
† Grants of rents and enfranchisements of copyholds	219 12 6		
Small branches of revenue (consisting of profits of the Honour of Clare)	64 13 6		
Total	£23,038 10 7 $\frac{1}{2}$		

### EXPENDITURE.

Salaries of the officers of the Duchy and County Palatine	7,651 9 4
Receiver-general's and particular receiver's poundage and officer's fees	1,145 4 11
Stipends and pecuniary payments	993 17 1
Annuities and other charges	1,526 7 0
Fees to counsel, surveys and valuations, repairs and improvements on the Duchy estates, and tradesmen's bills	1,407 13 2
Travelling charges and audit expenses	242 8 8
Queen's plate, Lancaster races	105 0 0
Expenses of the assize-beaver and master of the game and others, at Needwood	111 4 3
Expenses of the Savoy church (exclusive of stipends), and of the Liberty of the Savoy	227 18 0
Books, printing, stationery, stamps, rates, and taxes, extra writing, and sundry expenses in the Duchy office	439 6 6
Investments in the Funds (being moneys arising from grants in fee, &c.)	276 3 0
Total	£14,126 11 11

The above statement necessarily exhibits an imperfect view of the Duchy accounts, in consequence of the period of the year to which they are made up. It is the practice to state the accounts to Michaelmas in each year.

\* This sum includes contingent rents, the amount of which it has been necessary to take by estimate, the usual period for the returns not having yet arrived.

+ All sums derived from sources of this nature are directed by Act of Parliament to be invested and added to the funded stock of the Duchy.

## ORIGINAL CORRESPONDENCE.

### THE SULPHUR CONTRACT.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As I have not as yet observed in your pages any allusion to a subject connected with a department of mining, which is probably not without interest to many of your readers, you will perhaps forgive my directing your attention to the same. I allude to the "sulphur contract" recently entered into by the Neapolitan Government with the house of Taix, Aycard and Co., of Marseilles, and of which the principal conditions are the following:—

1. The capital paid up by the company is to be 1,200,000 ducats, or about 211,000*l.*, to which the Neapolitan Government contributes, in addition, 600,000 ducats, or about 105,000*l.*

2. The annual production of sulphur in Sicily is to be reduced by one-third, and limited to 600,000 cantari. The company is to be obliged to purchase the whole or any part of these 600,000 cantari from such of the proprietors as may be disposed to sell, at the rate of 21 tarins for the third quality, 23 for the second, and 25 for the first, and to indemnify the proprietors besides, in the sum of 4 tarins per cantaro upon the 300,000, by which the production is to be diminished—the annual product of sulphur in Sicily being at present about 900,000 cantari.

3. A duty of 2 ducats per cantaro is to be paid on export of the sulphur. The collection and produce of this duty are adjudged to the company; one-third of the amount to be paid into the public Treasury.

4. The funds arising from this third are to be employed in the construction of roads in Sicily, and for the abolition of the tax in grinding.

5. The company is restricted from selling at prices beyond 40 tarins for the third, 43 for the second, and 45 for the first descriptions of sulphur.

In so far as the conduct of the Neapolitan Government is at variance with the principles propounded and acted upon by the advocates of unrestricted freedom of commerce, it must at once be admitted that, in this instance, it is deserving of reprobation; but such doctrines have not as yet made much progress in Naples, and as the interests of the sulphur proprietors have obviously been kept in view by the Government, and the duty to be levied upon the exportation of the sulphur being destined, by article the 5th, for purposes not merely of public utility, but of absolute philanthropy, I have little doubt but that these new regulations for the sulphur trade of Sicily will be far from being unpopular in the dominions of his Neapolitan Majesty. I perceive that a portion of the press in this country characterises them as absurd and worthy of the barbarous ages. But this is surely substituting the language of passion for that of reasonable argument. The *Times* ridicules the idea of parties having continued eager to engage in working the Sicilian sulphur mines to an extent which naturally reduced the selling price of the article to a scale by which the proprietors were beggared, to the great damage of Sicily. Strange as such a *mania* may appear, it is no less true, and is susceptible of very easy proof; but it is more extraordinary that persons should have persisted in ruining themselves in speculations in sulphur, than that they should have at different times ruined themselves by much more preposterous bubbles, such as the Mississippi scheme of Law, and our own South-sea scheme? For the restoration of the public health in both these cases, the Governments of France and England interfered with sanitary enactments; and, in the case of the sulphur miners, the Neapolitan Government has only adopted a similar course. Indeed, I would ask, if the interference of the Legislature be not only in Britain admitted as justifiable, but appealed to as imperative, in order to prevent the misapplication of capital? For instance, in the case of every canal and railway bill that is passed, does not Parliament insist on proofs of the proprietors and public being remunerated before the undertaking is sanctioned? and at this moment do not the proceedings of the Irish Railway Commission strikingly illustrate this view of the subject? The circumstance of the interference resting with the legislative branch of our Government, whilst in Naples the executive department is the channel, can only be regarded as a variety in point of form; and even in Britain it does not invariably rest with Parliament to act in such cases, as the well-known instance of the "Orders in Council," in the matter of the Barilla duties, demonstrates. That some individual mercantile and manufacturing houses in France and Britain may look upon the new arrangement as objectionable, may probably be the case; but as sulphur must still, under the new regulations, continue an article of very low price in the market, and as in the shape of sulphuric acid in which it is employed by our calico-printers, bleachers, dyers, and other chemical operatives, it must still continue low priced, and although extensively used as an agent in such manipulations, from the extreme minuteness and variety of the state of division in which it is in such cases employed, it can never be from any advance in price of the raw material, at all of probable contemplation, bear even a sensible proportion in the price of the articles in the fabrication of which it is requisite. I cannot contemplate that the interests of our manufacturers are to be materially affected by this contract, the more particularly, as by article the 6th, a maximum price for selling the article is imposed upon the company. Under such circumstances, I maintain that the Government of Naples has, in the present instance, exercised no more than a sound and legitimate discretion in interfering for the protection of the interests of its Sicilian subjects, and I cannot conceive a more odious and objectionable proceeding than would be that of the intervention of the powerful Governments of France and England, in a matter such as this, appertaining exclusively to the fiscal regulations of a weaker neighbour.

I am, Sir, your obedient servant,

A CONSTANT READER.

[In giving insertion to the letter of our correspondent, we must not be considered as agreeing with him in the argument he adduces. That he is well acquainted with the subject on which he treats, and that he possesses the ability to do so in a manner well calculated to induce others to enter into the field of controversy, will be recognised. We shall, however, have occasion to offer some observations on the subject of his letter in an early number, and in the interim shall readily give insertion to any communications on the subject.—ED. M. J.]

### LONDON AND GREENWICH RAILWAY COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I find in your paper of the 11th inst., a report of a special meeting of the London and Greenwich Railway Company, which appears to have been of so special and extraordinary a character, that I shall be obliged by your permission to lay a few remarks upon it before my fellow-proprietors. The committee who were appointed to investigate into the affairs of the company, state that they proceeded to inquire into its management, finances, and general state. Whatever information the committee obtained as to its management, they give us none, and therefore we can know nothing. On the subject of finances, they inform us that they did not hesitate to listen to a negotiation opened with the London Joint-Stock Bank, the directors of which would be willing to advance, upon security, the necessary funds, upon condition that a satisfactory direction was formed—the former directors must have been helpless indeed if, with security at command, they were not able to raise the necessary funds.—of what nature these securities of the company are we are not informed, but I presume the London Joint-Stock Bank were eager to avail themselves of an opportunity to advance money on a good security, and the committee listened to the negotiation. I find the present chairman of the company to be also a director of the London Joint-Stock Bank; and the first thing the committee do, is to negotiate to borrow the money required, through this channel. To this there may be no objection if we find the contract to be fully realised, and the engagements of the company instantly satisfied. The next step of the committee was kindly to take upon themselves the responsibility of directors; and in this character they promise to exercise unremitting zeal and energy. I most sincerely hope they may do so to the advantage of the company, as well as to their own credit and honour; and though I would not at this early period exercise any suspicion against them, I think in the only instances in which they have introduced themselves to us, there has been so evident a disposition to make their official character promote their individual wishes, that we are justified in looking at their proceedings with particular watchfulness. In looking back at the former direction, it is certain there were gentlemen in it equal in every respect to those who may be expected to be found in any direction whatever—but it was, perhaps, for the benefit of the company to remove the whole, for the sake of getting rid of the obnoxious members. The present directors will do well to bear in mind, that however reputable they may be in their various walks of life, they are entirely uninformed as to the business of a railway, and that they also are not without members in their body who certainly would not have been selected by the proprietors as directors, although they might be considered useful in a committee of investigation. But I shall rejoice to find similar energy and zeal exhibited to that which was displayed during the two first years

of this extraordinary work, and that it may have that distinguished character among railroads, to which its peculiar construction, its local position, and the originality of its design so eminently entitle it.

I am, Sir, yours, &c.,

ANTHRACITE COAL.

**TIN CROFT MINING COMPANY.**

August 8.—In giving you my report of this mine, I beg first to remark that our engine-shaft is now sunk to the 142 fathom level, and that we have commenced driving west on the course of the lode, which has a good appearance for tin, with some copper ore. The 132 is also producing good work for copper and tin, mixed. We have now set a pitch in the bottom of this level (132), at 4s. 11d. tribute, to four men, and I expect the men will get good wages. The lode in the 120 fathoms is gradually improving for copper, with some tin. The 120 west is producing some tin, but not rich. The 110 end is in a good channel of ground, and producing good work for tin. The 100 end, and stope in the back of it, are producing saving work for tin and copper. The 90 is gradually improving for copper; we have now four men driving it to get under the ore gone down from the 81, as quick as possible. The eighty-one end continues to look excellently well for copper, and likely still to continue. The 72 end is again set at 25s. per fathom, and one-third (6s. 8d.) tribute. I am glad to say that on the whole the mine is looking more promising than for some time past. I expect we shall sample nineteen tons of black tin on Friday next, which will be sold the following Tuesday, besides a small parcel, by private contract, which will make in all about twenty tons; and I expect our next sale of copper will far exceed the former one.

W. PAUL.

**FOLBRENN MINING COMPANY.**

August 11.—The cross-cut driving south from Stainsby's engine-shaft, at the twenty-five fathom level, is still in a hard nature, but we hope to cut the south lode in a short time. We find the ground in sinking Vice's flat-rod engine-shaft, below the twenty-two fathom level, to be favourable. At the twenty-two fathom level driving west, on Bowl and But's lode, it is about six inches wide, of a tony nature, but not rich. At this level driving east, on Doreas's lode, we find it small, but rich in tin. Going west (same level), on Doreas's lode, it is about six inches wide, very rich. The twelve fathom level appears to be improving in size and quality, it being about ten inches wide, producing some good work for tin; we have a pitch in the bottom of this level, working on tribute, where we have a good course of tin; and over at the back of said level, on this lode, the prospects are very encouraging. The tribute pitch working by six men, on the Downright lode, stopping below the adit west of flat-rod engine-shaft, is looking well, and producing a fair quantity of good work. The remainder of the tribute department is just as usual, men working hard, and earning wages. We shall carry to smelting-house, next Wednesday, about five tons of black tin. R. ROWE.

**UNITED HILLS MINING COMPANY.**

August 14.—In William's shaft the lode is three feet six inches wide—two feet good ore. In eastern diagonal-shaft the lode is three feet wide, with stones of ore. In the twenty-five fathom level the lode is two feet wide—producing ore throughout, but rather coarse in quality. Nothing done in the western end—men employed at surface. In the rise, in the thirty-five fathom level, the lode is 2 ft. 6 in. wide—good ore. Driving east, the lode is four feet wide—three feet good ore. In the adit level the lode is two feet wide, with good stones of ore. In the ten fathom level the lode is two feet wide, with a promising appearance. In the twenty fathom level the lode is two feet wide, producing but little ore at present. There has been nothing done in the twenty seven fathom level during the past week. In the thirty fathom level the lode is two feet wide—poor. No ground has been driven in the thirty-six fathom level cross-cut since setting-day. East of Turton's shaft the lode is three feet wide—eighteen inches producing good ore.

C. PENROSE.

**ENGLISH MINING COMPANY.**

August 14.—We sampled to-day, at Great St. George mine, 558 tons of ore, the particulars of which are annexed.

H. HUMPHRIES.

**CORNUBIAN MINE.**

Chiverton, August 14.—In giving you my report of this mine to-day, I beg to inform you that the eight fathom level west, on Chiverton lode, is still poor. In our twenty-four fathom level, west of old engine-shaft, on Chiverton lode, we have got a very good lode under a winze that we have at the sixteen fathom level, and there is a good lode in this winze, but we have water in it, and we must wait to rise from the twenty-four fathom level to the bottom of it (which will take a fortnight), and then I expect to see a good lode from the twenty-four to the sixteen fathom level, all in whole grit and westward. One twenty-four fathom level east, on Cliverton lode, and on west counter, is poor at present. Our thirty-two fathom level, east and west, on Chiverton lode, is without alteration since my last report. We have now dressed about twenty tons of lead, and ten tons undressed at surface—very little broken underground. Saturday was our setting-day, and yesterday was the day for clearing the last month's work.

JOHN BOILASE.

**FOREIGN MINES.**

**CANDONGA MINING COMPANY.**

Candonga, May 12.—*Mina de Pedra Bottoms.*—In my last reports I mentioned that, on the whole, the appearance of the lode was then better than I had seen it before during the past month, since which the returns have been much better and very regular. I have now the additional satisfaction to report that the lode this day is looking more kindly than it has for many weeks past.

*A. Moore's Level.*—The winze under this level has been timbered to prevent its falling in, as we are obliged to spend this work until the adit advances, the air being too bad to allow the men to work.

*Cross cut, at Moore's Level.*—The driving of this cross-cut is carried on a cross-course, which may or may not be Northey's; however, it is out of the question to think of driving in a direct line to the bottoms; I have commenced on this cross-course, and when we arrive at the *Mina de Pedra* branch, shall then drive into the bottoms out.

*Deep Adit.*—I see no alteration for the better in this work, although we are daily in expectation of it.

J. DALLEY.

*Cidade do Serra* (late *Villa de Principe*).—You will perceive that I am still absent from the superintendence of your property at Candonga. I do not entertain much anxiety regarding the well-being of the establishment there, since I continue to receive satisfactory accounts from those who have been left in authority. My object in remaining here is to ascertain the safe arrival of the remittance that was forwarded in charge of Mr. Hagan; although I have not received any communication from him individually, I am yet in possession of the fact that all was safe, and that the journey from hence to Rio de Janeiro was performed in the almost miraculous space of sixteen days. In calling your notice to the above report, I have to express my great satisfaction as to the tenor of it. The inconvenience from the arrival of the post renders it almost impossible to maintain a regular correspondence either with your board or with the house of Tully and Co., of Rio de Janeiro. I may mention, for example, that the individuals in charge of the two last mails have been imprisoned respectively for ten and fifteen days. On my return to Candonga, which will take place as soon as I receive your dispatches, per *Skyler*, which ought to have arrived yesterday, I shall address you more fully.—Gold up to 12th, 7 lbs. 2 oz. 16 dwt. 11 grs.

A. F. GOODRIDGE, M.D.

May 19.—*Mina de Pedra Bottoms.*—Appearances here are not so good as mentioned in my last report, but as these continued changes are characteristic of our lode, we must not be disengaged by any slight falling off.

*Moore's Level.*—The men have been employed in driving on the cross-course west of *Mina Mestre* shaft, in order to ascertain whether the bearing of the cross-course carries its head to the bottom; finding it does not, we shall discontinue driving any further for the present.

*Deep Adit.*—We have been employed driving out a cross-cut from the old level to cut the soft channels of ground, which we know to be gone down from Moore's level, but the ground still continues hard. In consequence of the *Mina Mestre* level being so bad, we have commenced to sink a new foot-way shaft, which will be about fifteen fathoms deep.

J. DALLEY.

**NATIONAL BRAZILIAN MINING COMPANY.**

Cocais, May 29.—On the stope No. 7 our operations have been carried on very regular, and I am happy to say that the produce from them is favourable; these stope are eight feet high, and twenty-five feet wide, and we shall yet take away another stope from each side, as it will answer very well for the stamps; from this circumstance, therefore, it is very evident that the third bed of jacutinga is much more auriferous than the two upper ones, and we calculate in consequence upon having a great deal of ground to take away that is now standing between the former proprietors' old workings; as they are small, compare to ours, and the facility that we now have in transporting the stuff to the surface, renders this an object worthy of our notice. We are hourly expecting now to cut the Cachorro vein; the formation is fully up in the end, and every sample is favourable; it is very wet, but we are most happy to say hitherto not at all troublesome. We have seen nothing in the shape of a footwall yet, although from the information we can gather, it is said that this bed is not more than eight feet thick; this, however, we know is not the case, as it is more than twelve feet thick where the former proprietors left off working, and there we could not find any footwall.

Gold for the last ten days, 9 marks 4 oz. 7 oits. 70 grs. TRELOAR.

**ST. JOHN DEL REY MINING COMPANY.**

May 23.—The works generally are going on steadily, and our attention is directed in the Bahia mine chiefly to sinking and opening out the bunch as it underlies east, which two processes have been to much neglected of late; very little good stone has been raised from the Bahia, but a large quantity of kilas from the shaft. Mr. Helmreichen has completed his survey of the mine, but be-

fore he comes to any conclusion as to the best mode of working, he wishes to consult with Mr. Hocheder, for whom I wrote to-day to come over and consider the subjects on the spot if possible.

*Product.*—The produce up to the 20th inst. is 2631 oits. 36 grs., the last ten days having produced only 1223 oits, arising from the slow working of the stampheads, and not that the ores have by any means altered in quality, or diminished in quantity—on the contrary, the recent survey gives evidence that the Quebra Panella and Bahia lodes have increased in size as we have down by more than six feet bigger than than they were ten fathoms higher up.

*Product.*—The mine during the last month has supplied a larger quantity of stuff than during any previous month—the United mines 1337 tons, and the Vinagrado 133 tons; making a total of 1470 tons. You will, by the mine report, see that a great portion of this stuff is kilas, tending to reduce the proportion of gold per ton.

*Product.*—The total produce of the month is 4516 oits. 36 grs.—3955 oits. from the United mines, and 561 oits. 36 grs. from the Vinagrado, which appear nearly one-half better than those of the United, arising from kilas stamped with the former, while the latter is pure lodestone. I expect this month to stamp out more stone than the past month, because the Lyon's stamps are just now pitched, and she will never again be allowed to go so long without repitching, as the second lever is now fixed, and no time will now be lost by stoppage.

**MINAS GERAES MINING COMPANY.**

May 24.—With the present I have only to report to you that all our works are in full activity. In the mine we continue sinking, but the progress is very slow, owing to the hindrance we were subjected to in the removal of the stuff by the tackles—the winge through which the kibble is working having become so bad as to render it necessary to secure the walls. The appearance of the bed at the present stope was rather less favourable than during the past month, having been more intermixed with the country.

*June 4.*—Our various works on hand are now going on uninterruptedly; we had for two days been bothered in the arrangements of the pumps, occasioned by the transfer of the sinking lift to the new sump, and by the breakages at the piston-rod of the plunger-pump, in consequence of which the water had been rising and covering the stope for some time. The stope have been rather poor during the last month, owing to the circumstance of the bed near the sump having been partly interrupted with the country, but during the latter days of the month their quality appeared to improve. We continue now sinking without intermission, and adjoining the stope to the southward, where the ore is of a better quality.

Produce during the month of May, 8 lbs. 2 oz. 9 dwt. 9 grs.

**IMPERIAL BRAZILIAN MINING COMPANY.**

Rio de Janeiro, June 16.—The first trial of the riches of the jacutinga, from the fifty five fathom level, which, on the 19th January, I reported to be preparing, and respecting which you have felt a most natural anxiety, did not lead to any result sufficiently conclusive to enable me to report upon it further, and we were collecting the materials for another and more effectual trial with the whole eighteen heads of the Joinville stamps, when all our operations in that part of the mine were unfortunately, and are still, suspended by the second run which took place in the early part of the month of April. It has not made any further progress, and the effects to remedy it were proceeding steadily, and with all the force and activity the locality will admit of. In the absence of all produce from the east, and under the present poverty of the west, the new north vein at Aveline's has fortunately come to our assistance, and sent up some good boxes to the washng-house, and some good ore to the stamps. These returns show that the mine has yielded, during the month of May, 116 lbs. 8 oz. 6 dwt. 4 grs., including Tabolero.

Gold produce from 19th May to 21 June (13 days)—27 lbs. 5 oz. 18 dwt. 18 grs.—66 lbs. 1 oz. 14 dwt. 4 grs.—Total from 1st May to 2d June, 526 lbs. 4 oz. 15 dwt. 4 grs.

G. V. DUVAL.

**MEETING OF THE BRITISH ASSOCIATION.**

There are few places in the kingdom which possess more objects of interest to scientific men than the town of Newcastle and its immediate neighbourhood. There are, doubtless, establishments of greater magnitude in other parts of the kingdom; but we believe there are few spots in which so many different and important manufactures are carried on, or carried on with greater spirit of enterprise and effective application of skill. To the geologist its neighbourhood presents many objects of high interest, and under circumstances more favourable for their examination than are to be generally found. Instead, then, of reserving our observations on these matters until the meeting is over, we are of opinion that we shall be rendering an acceptable service to all who intend to be present, if we offer them, at once, a slight sketch of the principal objects worthy of their attention in the town and its vicinity, and thus enable them to make arrangements accordingly; and we believe there are few, if any, of the establishments indicated, to which strangers will not be freely admitted.

**WEST OF THE TOWN.**—At Lemmington, on the north bank of the Tyne, four miles distant, are the extensive iron works of the Tyne Iron Company, and the crown-glass works of the Northumberland Glass Company. A little lower down, at Scotswood, is a suspension bridge crossing the Tyne, designed by Mr. Green, of Newcastle, remarkable for its extraordinary steadiness, which very desirable quality is obtained by strong longitudinal beams being placed on each side beneath the roadway. At Etwick, still lower, is the very complete establishment of the Newcastle Water Company, for the filtration of the Tyne water, and a powerful steam-engine, constructed by Messrs. Hawthorn, for throwing the water to a high elevation, whence it flows into the town. Nearly adjoining to this, is the shot tower, and extensive lead works of Messrs. Walkers, Parker, and Walker. The large establishments of this firm are known in other parts of the kingdom, but that at Etwick is well deserving of inspection.

**SOUTH OF THE TOWN.**—At Gateshead, on the banks of the river, are the iron works of Messrs. Joseph Hawks and Co., where founding, forging, turning, and engine work in general, are carried on extensively. Nearly adjoining, is the establishment of Messrs. Abbott, of a like character. A little lower down the stream, are the soda works, crown glass works, and soap and colour works of Charles Attwood and Co. At the Felling Shore, is the very complete establishment of John Lee and Co., for the manufacture of alum and soda. Not far from this, are the extensive works of Messrs. Clapham and Co., for the same purposes of manufacture. At Jarrow, near the mouth of the river, is the vast establishment of Messrs. Cookson and Co., where plate glass is made in great perfection, and where the manufacture of soda, &c., is carried on extensively. On the whole length of the stream, from Tyne Bridge to the sea, on both shores, are numerous staiths, and docks for the shipment of coals, the construction of which cannot fail to be highly interesting to engineers.

**EAST OF THE TOWN.**—At the Ouseburn, close to the town, on the south-east, is the Shields Railway bridge or viaduct, now in progress. It is of immense magnitude as regards both length and height; and as it is of a peculiar construction, we shall devote a few words to an explanation of its principle. It is from the design of Mr. Green, architect, Newcastle; the piers and abutments are of stone, with large projecting buttresses on each side, but the arches, which are segmental, are of Memel timber. The timbers, forming the ribs of the arches, consist of three-inch planks, laminating over each other, fixed together with oak treenails, and bent over a centre to the form of the arch. Each arch consists of three of these ribs, connected together by diagonal braces, with their ends resting in large iron plates, or shoes, fixed on the stone piers or abutments. From the back of the ribs a series of very strong struts, braces, and framing, tied with iron straps and bolts, is carried up, filling the spandrels, to support the platform or roadway, which is formed of longitudinal beams, with transverse joints; these, again, are covered with three-inch planking, on which the rails will be fixed. Almost all the timber bridges that have been executed, have been constructed with straight timbers, upon the same principles as are generally employed in roofing; and, on account of the shrinking from the number of joggles, and the weight of the work, the roadway and the framing generally become bent or crippled in a greater or less degree, and often to a very alarming extent. The arches or ribs of this bridge over the Ouseburn, as they are built or joined together, are the nearest approach to solid pieces of timber—supporting them to grow naturally to the curvature of a circular arc—and very little of their strength is diminished on account of the meeting of the planks, particularly as the utmost care has been taken in breaking the joints. The method of constructing in laminating formed of planks is altogether new: ribs thus formed, of such dimensions, being four feet in depth in the direction of the radius, and twenty-two inches in thickness, are supposed to present a much greater resistance to the pressure of the load which they sustain, at a given point, than can be done by any other means. The figure of the elevation of these arches is light and elegant; the struts which discharge the weight from the spandrel beams upon the ribs, are placed in lines radiating to the centre of the circular arcs, comprising the thickness of the ribs, dividing the upper curve, or extrados, into equal parts. The strength, durability, and beauty, can only be exceeded by the use of stone. In the bridge across the Ouseburn there are five wooden arches, and four of stone; each of those constructed of wood require three centres, which are made so light as to permit them to be removed from one arch to another, without taking them to pieces. The centres are each about eight tons weight, and one day is sufficient to remove and fix them in their places. This bridge consists of five arches of 116 feet span, independent of four stone arches of 43 feet each. The total length is 950 feet, and greatest height 108 feet. At Willington, four miles farther east, on the same line of railway, is a similar bridge, of still greater length; but as its construction is precisely the same, we merely direct attention to it. In the New Road, not far from this bridge, is the extensive ropewalk of Mr. Joseph Crawhall, where not only common, but patent and flat rope are made, and where the machinery is all very complete. At the Ouseburn, close by,

are the copperas works, where the very interesting process may be witnessed to great advantage; and at St. Lawrence, lower down, are the glass and crown glass works of Sir Matthew White Ridley and Co., and a few further, on the road to St. Peter's, is the extensive ropewalk of Mr. Smith, shipbuilders, to which the same remarks apply as those made on Crawhall's establishment. At St. Peter's are the potteries of Messrs. Bell and Donkin, and of Messrs. Fell and Co., where very beautiful earthenware is manufactured to a great extent, not only for home use, but for exportation on a large scale.

At Walker, is the establishment of Messrs. Losh, Wilson, and Bell, of great magnitude and interest. In the iron works, the processes of manufacturing tin and plate iron are carried on upon an extensive scale—the machinery is of extraordinary power and completeness. The rolling of bars, the tires of railway carriage-wheels, and the entire process of manufacturing wheels, are highly interesting. The alkali works adjoining, also belonging to Messrs. Losh, Wilson, and Bell, deserve the attention of the chemist, not on account of their completeness, but because the head of the firm, Mr. Losh, may be considered as the father of soda making on the Tyne. In noticing this, the last of the soda works to which we think it necessary to direct attention, it may not be out of place to observe upon the importance which this branch of manufacture has assumed within a short period on the banks of the Tyne. There are at present above 250 tons of crystallised soda per week, besides about 100 tons of alkali, or soda ash, which is sold, in uncryallised state to bleachers, soap makers, and others. To produce quantity, there is burned into sulphuric acid, per week, 120 tons of sulphur and the common salt decomposed weekly amounts to nearly 400 tons.

**NORTH OF THE TOWN.**—The only objects north of the town to which shall direct attention, are two, out of the numerous collieries: the first is Gosforth, where the machinery and mode of working is modern, and complete; the second is Killingworth, which, though somewhat antiquated in its machinery and mode of working, possesses great riches for the geological student.

**IN THE TOWN.**—The objects of mechanical science best deserving attention, are the extensive manufactoryes of Messrs. Robert Stephenson & Co., and Messrs. Robert and William Hawthorn. In each of these establishing locomotive engines are made to an immense extent, and in the greatest perfection, for railways at home, and for exportation to every part of the world where locomotives are used. The name of George Stephenson is familiar to almost every one, as the engineer to the Manchester and Liverpool Railways, and several others in England and on the continent—that of Robert Stephenson, as engineer to the London and Birmingham line. It will also be recollect, that Messrs. Stephenson were the successful competitors for the best locomotive, at the opening of the Manchester and Liverpool Railways. Messrs. R. and W. Hawthorn, in the same neighbourhood, have also established their names as excellent makers of locomotive engines and gear-mechanists. At this factory, amongst many interesting objects, gentle will have an opportunity of seeing one of Harrison's patent locomotives, with a ten-feet driving wheel, the boiler and engine having each its respective carriage. It is probable that Messrs. Hawthorn will also have a locomotive which they are constructing for the Paris and Versailles Railway, with their new motion attached for working the slide valves, by which the eccentric motions are dispensed with. In the close, not far from above, are the spacious and well-arranged soap works of Messrs. Dubbin and Easterby, and, in the upper part of the town, the extensive establishement of Messrs. Locke, Blackett, and Co., for the manufacture of white and lead, and the refining of lead will also be found well worthy of inspection. We might proceed to specify many other establishements, in almost every branch of science and art, but we have deemed it sufficient to indicate principal and most interesting. It is not our intention to enter into any account of the various buildings in the town and neighbourhood, unconnected with the arts and manufactures, but we will just point the attention of intelligent men to the Infirmary for the sick Poor—an institution which we are informed is equal to any provincial establishment of a similar nature.

To the Geological Section the vicinity of Newcastle presents many attractions. The nature of the coal formation (on which it is expected information of an important description will be laid before the meeting), the temperature of the air, water, and stone, in the deep collieries, the mechanism of the pits, the shipment of the coal, have peculiar interest. Excursions at moderate distance may be made with extreme facility, by steam, down the Tyne—or, by railway, up the valley. At the mouth of the river the anti-priory and castle, which crown the promontory of Tynemouth, will probably detain even the geologist, for awhile, from the contemplation of the

## AND COMMERCIAL GAZETTE.

## RAILWAY INTELLIGENCE.

**BIRMINGHAM AND DERBY RAILWAY.**—This railway is in a state of considerable forwardness. The whole of the works from Derby to Stone Age are in course of actual execution, and the directors feel confident that the line will be open for the conveyance of goods and passengers by 30th of June, 1839.

**LONDON AND GREENWICH RAILWAY.**—The number of passengers on this line from August 11th to the 17th was 35,234, producing £3s. 6d. Amount received from August 7th to 13th at creek, £s. 2d.; footpath, £1s. 6d.

**NEWCASTLE AND CARLISLE RAILWAY.**—The present receipts of this way exceed, by 1050/- per month, those of the corresponding periods last year.

**WEST MIDLAND RAILWAY.**—It is calculated that the double line of permanent rails, for this railway, will be about 180 tons per mile.—*Sheffield Mercury.*

**HEPFIELD AND MANCHESTER RAILWAY.**—The survey of this railway is now in progress. From the entrance into Manchester to Durnford Bridge, the exact line has been determined, and, for the whole of the distance, the breadth of land required has been laid out upon the ground, and negotiations opened for its purchase.

understand that Mr. Vignoles will proceed shortly with the staking on the Yorkshire side.—*Sheffield Iris.*

**GREAT WESTERN RAILWAY.**—(From a Correspondent).—The directors belonging to this railway have invented a most important and excellent preventive against accidents occurring on the railroads, by the sudden stoppage of trains starting or too quickly arriving. The preventive is a simple but excellent one. From the grand entrance at Paddington, along the line of road to Maidenhead, workmen are engaged laying down pipes in the tram-road side, through which passes a wire affixed to a bell placed every police station along the road. Immediately that a train starts from its station, or arrives, the policeman instantly pulls the wire, which announces the departure or arrival at the next station, by which excellent sufficient time is given to clear the road of any impediment, and also give due notice of a train advancing. The system is found to be so efficient, that similar precautionary measures are to be immediately adopted on all the railroads.

**LONDON AND BIRMINGHAM RAILWAY.**—We are authorised to state that an engine and train, with some of the directors, will leave Birmingham even A.M. on Monday next, the 20th instant, for London, being the day that will pass over the entire length of the railway; and that any person wishing to attend the general meeting, to be held in London on following day, may be accommodated with seat. The line will be opened to the public about the middle of September—probably the 17th. *Liverpool Albion.*

**DINBURGH AND GLASGOW RAILWAY.**—Our readers will be gratified to learn that the directors of this splendid undertaking are about to commence immediate operations, so soon as the contracts are concluded, probably in October next. The first section of the work will be begun in the month of Ratho and the neighbourhood, where two bridges, each sixty feet eight, and a tunnel 350 yards long are to be erected. We consider Edinburgh and Glasgow Railway as a great national improvement, which must lead to the most beneficial effects to the citizens of Edinburgh and Glasgow, and the public at large.

**NORRIS OF PHILADELPHIA AND HIS LOCOMOTIVES.**—It will be seen that the following article, which we extract from the *National Gazette*, of Philadelphia, contains some statements of a rather extraordinary character, which we propound accordingly to the attention of our engineering friends.—Mr. Norris is not backward, it will be seen, in extolling his own locomotives, or running down those of this country.

I am much indebted to your correspondent who furnished your *Gazette* with last with an extract from 'Fraser's Magazine,' and thank him for promptitude in presenting the same, thereby giving me an opportunity to establish facts in regard to the extraordinary performances of my locomotives.

The writer in 'Fraser's Magazine' refers to a statement in the *American Railroad Journal*, of July 16th, 1836, of a performance on the inclined plane at the Schuykill, of the locomotive 'George Washington,' manufactured by myself for the State of Pennsylvania, and most impudently asserts that the fact is utterly impossible, according to all experiments tried anywhere else but in America. He says, 'their English engineers are taxed in propelling their locomotives up any but a slight rise; therefore, performances of my locomotives are impossible, because such had never been made in England.'

'Stultus, nisi quod ipse facit, nil rectum putat.'

The fact is false, because the combined intelligence of their engineers does not produce a like result. It is false, because it confutes their established premiss. It is false, because it does not comply with the formulae of the valuable Dr. Pambour, whose experiments, made with English locomotives, English roads, are considered by these learned English engineers as conclusive. The utmost degree of perfection was then (*i.e.* 1835) attained—the secret of the machine discovered.

We plain Philadelphians can prove that there is some little science and mechanical research on this side of the Atlantic, and are proud to say, that one of the arts we excel even Old England. We know, for instance, that locomotive engines are superior to the best English: three years of experience are sufficient to satisfy us on that point.

The performances of my engines on the inclined plane at the Schuykill exceeded the very best performances of the best English engines by 70 per cent., as will be seen on comparison. I, therefore, reply to this writer's argumentum ad ignorantium by a simple statement of facts, presented in following record of a few extraordinary performances on the inclined plane at Philadelphia. This plane is 2807 feet in length; ascent in that distance 196 feet; equal to a grade of 369 feet rise per mile, or one foot rise in 10 feet.

1st. *July 9, 1836.*—The 'George Washington,' weighing 8700 lbs. on driving wheels, ascended to the top in two minutes one second, dragging a load of 19,200 lbs., and with the same load descended, stopping frequently in the descent, and moving up and down for the space of fifteen minutes.

2d. *July 19, 1836.*—The same locomotive made another performance in presence of several scientific gentlemen from the city of New York, who attended Philadelphia for the express purpose of witnessing what they had not believed. Messrs. D. K. Minor and G. C. Schaeffer, the editors of the *New York American Railroad Journal*, were present. They can't doubt, on arriving at the foot of the plane, with a large party of Philadelphians, they still doubted the practicability of overcoming so steep an elevation. Anxiety was on every face—a bold attempt had never been made. A load of 31,270 lbs. was then attached, consisting of the tender and water, two passenger cars, and fifty-three passengers. The engine started at the base, and reached the summit in two minutes eighty-four seconds. I quote the editor's own words:—'The enthusiasm of feeling manifested cannot be described; so complete a triumph had never been obtained. The doubts that had been entertained by some, and the fears of others, were dispelled in an instant. The eager look that settled upon every face gave way to that of confident success, while all present expressed their gratification in loud and repeated cheers.'

The performance was witnessed by fifty-four gentlemen of science, and the highest respectability, whose signatures, in my possession, attest the fact. This performance, made nearly two years ago, has exceeded by 70 per cent. any other performance in Europe or America to this day. I have in possession duly authenticated documents to prove the above, as well as several other performances on the same plane, equally as extraordinary. Several of my machines have been kept on duty for fifteen days in succession on the said plane, doing all the duty of the stationary engine, while the same are under repair, dragging up at each trip never less than 25,000 pounds.

It is not only in the power of ascending inclined planes that we excel the English, but in every particular. Their best performance on their roads, and engines of the same class, has never equalled the every-day regularity of my machines: my results in power and speed are one-third better; and in durability and economy in fuel, I have abundant and substantial proof that my machines excel in a high degree.

M. Schoenerer, Esq., a distinguished engineer from Austria, visited all railroads and workshops of England. He examined carefully the machines of all makers, and witnessed their best performances. After a visit to a country, where he discovered that we were not 'Munchausen,' as the eminent writer calls us, and after thirteen successive days' close attention to machines (being with the engine man, on the engine, each and every day), he decided that my machines were better than the English, and immediately contracted with me. His locomotive, called the 'Pennsylvania,' was shipped in February last to Austria. I have this day shipped a locomotive to Saxony, engaged by a company there, and expect, in the course of the summer, to ship one to Germany and one to Switzerland. Surely these are evidences that the English machines are inferior. I hope on some of these points we may come in contact; all that I desire is fair play, and I am content with the result."

## METEOROLOGICAL JOURNAL, 1838.

Aug.	Thermometer.	Barometer.	Aug.	Thermometer.	Barometer.
Thursd.	9 from 45 to 68	30.10 to 30.15	Monday 13	60 . . . 73	23.99 . . . 30.04
Friday . . . 10	56 . . . 73	29.98 . . . 29.95	Tuesday 14	43 . . . 74	30.12 . . . 30.09
Saturd. 11	61 . . . 75	29.98 . . . 24.99	Wednesday 15	50 . . . 67	30.05 . . . 30.07
Sunday 12	58 . . . 75	30.02 . . . Stat.			

Wind S. W. and N. W.

Except the 9th, 10th, and 12th, generally clear.

Edmonton.

CHARLES HENRY ADAMS.

## PURCHASES OF COPPER ORES AT SWANSEA,

AUGUST 8.

Purchaser.	Mines.	Tons.	Total	Price.	Amount.	Total Amount.
1. FREEMAN & CO.	Llandidno . . .	223	751	£ s. d.	£ s. d.	£ s. d.
	Lackmore . . .	53	13 16 6	250 9 4	983	3 10
2. P. GREENFELL & SONS	Chili . . .	11	28 5 6	310 0 6		
	Ballymurtagh . . .	49	28 9 0	542 9 0		
		41	1 18 6	204 11 6		
		28	2 10 0	70 0 0		
		5	2 18 0	14 10 0		
	Llandidno . . .	223	11 1 0	250 9 4		
		53	1 0 6	53 0 0		
	Knockmahon . . .	33	6 3 6	265 10 6		
	Simea Dyliuan . . .	39	7 9 0	223 10 0		
	Drwsycoed . . .	17	7 7 6	123 7 6		
		318			2139	6 10
3. CROWN COPPER CO.	Margam . . .	33	1 19 6	65 3 5		
		104	3 13 6	338 11 9		
		16	4 17 6	78 0 0		
		7	2 11 0	17 17 0		
		663			199	12 3
4. SIMS, WILLIAMS, NEVILLE, and CO.		37	1 1 0	38 17 0		
		25	13 4 6	339 12 6		
		22	12 8 6	273 7 0		
		22	10 6 0	226 12 0		
		104	3 13 6	38 11 9		
		17	1 4 0	28 0 0		
		17	6 19 0	118 3 0		
		14	17 16 0	249 4 0		
	Ballymurtagh . . .	40	2 4 0	88 0 0		
		58	2 8 6	149 13 0		
		262			1524	8 3
5. VIVIAN & SONS.	Cobre . . .	294	18 12 0	144 14 0		
	Chili . . .	76	18 3 0	1373 8 0		
		13	18 10 0	240 10 0		
		10	28 11 0	283 10 0		
	Allihies . . .	1-5	8 7 0	876 15 0		
		89	8 6 0	664 0 0		
		47	8 3 0	383 1 0		
	Llandidno . . .	223	11 1 0	250 9 4		
	Llanberis . . .	26	5 6 0	132 10 0		
	Clwyd yn eoch . . .	25	7 9 0	178 10 0		
		4324			4393	13 4
6. WILLIAMS and CO.	Cobre . . .	76	10 3 0	1531 8 0		
		73	29 2 0	1457 6 0		
		19	1 1 0	1355 5 0		
		11	2 2 6	243 7 6		
		294	18 12 0	548 14 0		
	Chili . . .	60	13 3 6	790 10 0		
	Margam . . .	45	33 7 0	2294 1 0		
	Ballymurtagh . . .	46	2 4 0	88 0 0		
	Figrongy . . .	42	2 11 0	193 18 0		
		14	5 1 1	78 1 0		
	Cronebane . . .	30	5 4 0	156 0 0		
		29	3 0 0	87 0 0		
	Valparaiso . . .	49	20 17 0	1622 17 6		
		623			9904	11 0
		2072			2072	25798 7 0

## PURCHASES OF COPPER ORES AT CAMBORNE.

AUGUST 2.

Purchaser.	Mines.	Tons.	Total	Price.	Amount.	Total Amount.
MINES ROYAL Co.	Chili . . .	37	7 9 6	646 11 6		
		32	34 2	602 0 0		
		10	20 5 6	202 5 0		
		6	20 7 6	122 5 0		
	Valparaiso . . .	106	9 3 6	2032 11 0		
		102	19 11 6	2011 19 0		
		293			6107	11 6
		2072			2072	25798 7 0

## SALE OF COPPER ORES AT SWANSEA,

## THE MINING JOURNAL.

## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK STOCK, 8 per Cent.	2073 4	2073 81	2084 8	2084 8	2073 8	2073 8
3 per Cent. Red. Anns.	942 8	942 8	942 5	942 4	942 4	942 4
8 per Cent. Consols.	932 48	944 4	944 4	944 4	944 4	944 4
34 per Cent. Anns.	1818.	1612	...	1024	...	...
3 per Cent. Anns.	1720.	...	1024	1024 2	1024 2	1024 2
34 per Cent. Red. Anns.	102 14	1024 1	1024 2	1024 2	1024 2	1024 2
New 34 per Cent. Anns.	101 1	101 1	101 1	101 1	101 1	101 1
New 5 per Cent.	1869.	151	154	154	154	154
Long Anns.	1859.	152	154	154	154	154
Anns. for 30 Years.	1859.	152	154	154	154	154
Ditto.	1860.	152	154	154	154	154
India Stock, 104 per Cent.	265	265	265	265	265	265
South Sea Stock, 34 per Cent.	...	...	...	...	...	...
Ditto Old Annu. 3 per Cent.	925	925	925	925	925	925
Ditto New Annu. 3 per Cent.	...	...	...	...	...	...
3 per Cent. Anns.	1751.	...	...	...	92	92
India Bonds, 3 per Cent.	78 p.	78 p.	78 p.	78 p.	78 p.	78 p.
Exchequer Bills, 2d. & 1000.	76 78	76 78 p.	77 78	74 76	76 73	75 72
Ditto	570.	78	78	75	77 75	76 73
Ditto	570.	78	78	78	78	78
Ditto	570.	78	78	78	78	78
Com.	...	...	...	...	...	...
3 p. Cent. Cons. for Ac. Aug 28	942	942	942 1	942 4	942 4	942 4
India Stock for Ac. Aug 28	...	...	...	...	...	...
Bank Stock for Ac. Aug 28	...	...	2084	2084	2084	2084

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
Bank Stock	Sept. 4,	Tuesday, Oct. 16, 1838.
3 per Cent. Reduced	"	Tuesday, " 23 "
34 per Cent. Reduced	"	Tuesday, " 23 "
34 per Cent. 1818	"	Tuesday, " 16 "
Long Annuities	"	Mond., " 22 "
Annuities 1859.	"	Thurs., " 18 "
Old South Sea Annuities	Wednesday, "	Friday, " 19 "

## FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	...	1024 12	1024 12	1024 12	1024 12	1024 12
Belgian, 5 per Cent.	1024	1024 12	1024 12	1024 12	1024 12	1024 12
Brazilian	824	824 2	824 3	834 4	834 4	834 4
Ditto	1829	...	...	...	...	...
Buenos Ayres, 6 per Cent.	...	...	...	...	...	...
Cuba, 6 per Cent.	...	...	...	...	...	...
Chilian, 6 per Cent.	...	...	...	...	...	...
Colombian, 6 per Cent.	...	...	...	...	...	...
Ditto, 1824, ditto	274	...	264	264	264	264
Danish, 3 per Cent.	...	...	...	...	...	...
Greek, a per Cent.	...	...	...	...	...	...
Ditto, 1825, 5 per Cent.	...	...	...	...	...	...
Ditto, deferred do.	254	...	...	...	...	...
Ditto, 1825, 6 per Cent.	...	...	...	...	...	...
Ditto, net, do, 6, per Cent.	...	...	...	...	...	...
Neapolitan, 5 per Cent, 1824	...	...	...	...	...	...
Peruvian, 6 per Cent.	...	...	...	...	...	...
Portuguese, 5 per Cent.	...	...	...	...	...	...
Ditto, New 5 per Cent.	354	354 64	364 6	364 3	363 74	363 74
Ditto, 1 per Cent.	234 1	234 1	234	234	244 1	244 1
Russian, 1+22, 5 per Cent.	...	...	74	114	114	114
Spanish, 5 per Cent. Consols	214 1	214	214	214 1	214	214
Ditto, passive	...	...	43	43	43	43
Ditto, deferred	88	88	88	88	88 2	88 2
Dutch, 24 per Cent.	542	542	542	542	542	542
Ditto, 1 per Cent.	1024	1024 1	1024 1	1024 1	1024	1024
Ditto, New, 1837	1002	1002	1002	1002	1002	1002

## FRENCH FUNDS.

	PARIS.	LONDON.
Ang 9 11	Ang 11	Ang 11
5 per Cent. Ann. 111 1/2c. 111 1/2e. 111 1/2f.	111 1/2c. 111 1/2e. 111 1/2f.	111 1/2c. 111 1/2e. 111 1/2f.
Ex. on Lond. 1m. 25c. 25f. 25c. 25f. 25c.	25f. 25c. 25f. 25c. 25f. 25c.	25f. 25c. 25f. 25c. 25f. 25c.
ditto 3 mths. 25f. 27c. 25f. 27c. 25f. 27c.	25f. 27c. 25f. 27c. 25f. 27c.	25f. 27c. 25f. 27c. 25f. 27c.
4 per Cent. Ann. 1818.	...	...
4 per Cent. Ann. 1838.	...	...
Prussian, 4 per Cent.	...	...
Russian, 1+22, 5 per Cent.	...	...
Spanish, 5 per Cent. Consols	214 1	214
Ditto, passive	...	...
Ditto, deferred	88	88
Dutch, 24 per Cent.	542	542
Ditto, 1 per Cent.	1024	1024 1
Ditto, New, 1837	1002	1002

## IRISH FUNDS.

	Aug. 16, 1838.
Bank Debentures	199
Government Debentures	34 per et. 932
Ditto stock	34 per et. 1024
Lotto New	34 per et. 1012
Ditto ditto, reduced	4 per et. 1024
Censols.	3 per et. 9 1/2
City Inhabitants	4 per et. 9 1/2
Bank Shares	2303f. 2630f. 2635f.

	AMERICAN FUNDS.
New York 5 1838	942
5 1845, 7	103 5
1860, 7	102 51
Pennsylv. 1839, 40, 41,	...
1845	...
1853, 4	923
1856	954
1858	958
1860, 62	...
1865	...
Maryland 6 1870	101
Ohio, 6 1850	110 1/2
Bank	100

## COURSE OF EXCHANGE.

FRIDAY, Aug. 17, 1838.

	Prices printed	Prices registered on Change.	Prices Printed	Prices registered on Change.
Amsterdam	12 61	12 44 12 42	Seville	36
Ditto at Sight	12 5 12	12 25 12 22	Gibraltar, p. h. d.	48
Rotterdam	12 5 12	12 25 12 22	Lughorn	31 31 31 31
Antwerp	12 5 12	12 4	Genoa	26 0 25 87 25 29
Hamburg Mts. B.	13 13 13 13 13 13	13 12	Milan	31
Altoma	13 13 13 13 13 13	13 12	Venice, p. 6 A. L.	46
Paris, 3 days' sight	25 60	25 42 25 15 27 2	Palermo	394 394 394
Ditto	25 90	25 75 25 55	117 117 117 117 117 117	
Marsciano	25 90	25 80 25 55	Lisbon	534 534 534
Frankfort on Main	534 152	152	Oporto	522 53
Petersburg, a/c/doll.	10	-	Rio Janeiro	28
Berlin, - eur. doll.	7 3	-	Bahia	27
Trieste ditto	10 14	10 14 16 13	Buenos Ayres	-
Mand.	362	371	14	-
Caliz.	37	37 37	14	-
Bilbao	36	-	Madras	-
Barcelona	36	-	Calcutta	-
Others in proportion.			New York & Philad.	-
Foreign—S. Am. (dy. 37s. cwt.) bd. ton	10	10		
T. N. Brit.—Stocks	cwt. 4 3 6			
Bars	do. 4 5 0			
Hats, common (I.C. 1 12 o to 1 15 o)	1 12 o to 1 15 o			
to local, per t. (I.C. 1 18 o to 2 1 2 0)	1 18 o to 2 1 2 0			
Wests. of the above Mks. as. less, all others 6. less.				
Others in proportion.				